



ENVIRONMENTAL CHECKLIST

FOR THE

MUNICIPAL CODE, CENTRAL LATHROP SPECIFIC PLAN (CLSP) PHASE 2 UPDATE, AND ASHLEY WAREHOUSE PROJECT

(CEQA) Guidelines Section 15183

AUGUST 2023

Prepared for:

The City of Lathrop
390 Towne Centre Dr
Lathrop, CA 95330

Prepared by:

De Novo Planning Group
1020 Suncastr Lane, Suite 106
El Dorado Hills, CA 95762

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

A Land Use Planning, Design, and Environmental Firm



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INTRODUCTION

This document provides an analysis of three distinct, yet closely related actions being contemplated by the City of Lathrop. These include an update to the Lathrop Municipal Code and Zoning Map (referred to as, the “Municipal Code Update”), an update to the Central Lathrop Specific Plan (CLSP) Phase 2 (referred to as, the “CLSP Phase 2 Amendment” or “CLSP-2 Amendment”), and the proposed Ashley warehouse project (referred to as, the “Warehouse Project”). The characteristics of these three actions are described in greater detail below.

These three projects are being implemented as a result of the City’s recent comprehensive General Plan update, which was adopted in September 2022 (“2022 Lathrop General Plan” or “General Plan”). As a result of the recently-adopted General Plan, the City is initiating an update to the Municipal Code and Zoning Map to bring the Municipal Code and Zoning map into consistency with the 2022 Lathrop General Plan. The City is updating the Phase 2 portion of the Central Lathrop Specific Plan in order to bring the CLSP Phase 2 into consistency with the General Plan. The City has also received a development application for the Ashley Warehouse project within the boundaries of the CLSP Phase 2 area. Given the close relationship between these three actions, and the fact that they are all subsequent steps to implement the Lathrop General Plan, the City has analyzed these three projects collectively, in this environmental document. This document refers to all three projects collectively as the “Project.”

These three projects are described in greater detail on the following pages. The analysis included in this report focuses on the projects’ consistency with the General Plan, the analysis contained in the 2022 Lathrop General Plan Environmental Impact Report (EIR), and any site-specific environmental impacts or cumulative impacts that may result from Project implementation.

As explained in the following pages, the proposed projects are consistent with the 2022 Lathrop General Plan, for which an EIR was prepared and certified, and there are no site-specific or cumulative impacts associated with the proposed projects that have not been fully addressed in a previous environmental document, or that cannot be reduced to a less than significant level through the application of uniformly applied development policies and/or standards. The findings presented below demonstrate that no additional environmental analysis/review is required under the California Environmental Quality Act (CEQA) prior to approval of the proposed projects.

The Municipal Code Update and the CLSP Phase 2 Amendment would not result in any physical development, project entitlements, or other ground disturbing activities. The proposed Ashley Warehouse Project would result in the development, construction and

operation of a retail, office/call center, and warehouse and distribution facility (described in greater detail below). The Municipal Code Update and the CLSP Phase 2 Amendment would implement the policy guidance provided in the 2022 Lathrop General Plan, and would bring these planning documents into consistency with the 2022 Lathrop General Plan. While all three actions/projects are addressed in this environmental analysis, the bulk of this analysis focuses on the proposed Ashley Warehouse Project in order to determine if any site specific impacts would occur from development and operation of the Ashley Warehouse Project.

STUDIES AND REPORTS

This document includes references to several reports that were prepared for the proposed Warehouse project, and are provided in the following reference materials (included as attachments):

- Attachment A. Biological Resources Analysis Report For The Dos Reis Ranch Property. Prepared by: Olberding Environmental, Inc. May 2021.
- Attachment B. Preliminary Geotechnical Engineering Report. Prepared by: Terracon Consultants, Inc. August 16, 2021.
- Attachment C. Phase I Environmental Site Assessment Report. Prepared by: Partner Engineering and Science, Inc. Report Date: March 8, 2021.
- Attachment D. Shallow Soil Investigation Report. Prepared by: Partner Engineering and Science, Inc. Report Date: May 27, 2021
- Attachment E. Central Lathrop Specific Plan (CLSP) Phase 2 Specific Plan Update (2023).
- Attachment F Acoustical Assessment Prepared by: Saxelby Acoustics May 15, 2023.
- Attachment G: Air Quality-Health Risk Technical Report Prepared by: De Novo Planning Group 7/19/23.
- Attachment H: Traffic Impact Analysis (TIA) Prepared by: TJKM. August 9, 2023
- Attachment I: Lathrop Ashley Warehouse CalEEMod output file

PROJECT OVERVIEW

The Project area consists of the “CLSP Phase 2 area,” the “Warehouse Site,” and the City of Lathrop as further discussed below.

PROJECT LOCATION

Municipal Code: and Zoning Map: The Lathrop Municipal Code and Zoning Map are applicable Citywide.

CLSP Phase 2 Amendment: The CLSP is located within the northwest portion of the City. Phase 2 of the CLSP includes the northernmost portion of the CLSP. Figure 1 shows the location and boundaries for the entire CLSP area, and identifies the Phase 2 and Phase 2 areas of the CLSP. Figure 2 shows the project areas within the city. As noted above, the CLSP Phase 2 area is the subject of the analysis for this portion of the project.

Warehouse Site: The Warehouse Site is composed of approximately 89.82± acres located at the northwest corner of Dos Reis Rd and Manthey Road. The Warehouse Site and the associated facilities and site improvements are located exclusively on Assessor's Parcel Number (APN) 192-020-140. The Warehouse Site and site plan are shown on Figure 3.

EXISTING SITE AND LAND USES

CLSP Phase 2 Amendment: The CLSP Phase 2 Amendment Project area is substantially undeveloped and largely vacant, with sparse ruderal vegetation, large lot residential uses, and existing agricultural uses in the northern portions of the CLSP Phase 2 Project area. The 2022 Lathrop General Plan designates the CLSP Phase 2 Project area as Limited Industrial. Figure 5 shows the 2022 General Plan land uses for the CLSP Phase 2 area and the surrounding area. The CLSP Phases 2 area is zoned Office Commercial, Variable Density Residential uses, Parks and Open Space and Institutional uses. Figure 6 shows the existing and proposed zoning for the CLSP Phase 2 Project area.

Ashley Warehouse (Warehouse Site): The existing Warehouse Site is currently undeveloped and largely covered in bare dirt, with sparse growths of grasses. The General Plan designates the Warehouse Site Limited Industrial. Figure 5 shows the General Plan land uses for the Warehouse Site and surrounding area. The Warehouse Site is zoned Office Commercial, Variable Density Residential, and Park. Figure 6 shows the existing and proposed zoning for the Warehouse Site.

PROJECT DESCRIPTION

The proposed projects would include an update to the Lathrop Municipal Code and Zoning Map, adoption of the Central Lathrop Specific Plan (CLSP) Phase 2 Amendment, and approval of the Warehouse Project (combined as the proposed project). Each project component is described below:

A. MUNICIPAL CODE AND ZONING MAP UPDATE:

The proposed Municipal Code Update would modify Title 10 (Vehicles and Traffic), and adopt various amendments to Title 17 (Zoning) of the Lathrop Municipal Code (LMC); and for those properties that were classified with new general plan land use designations as part of the 2022 General Plan Update, to assign corresponding zoning designations to those same properties on the Lathrop Zoning Map, in order to bring the Code into consistency with the 2022 Lathrop General Plan and meet the requirements of Government Code Section 65860.

The Project includes rezoning the CLSP-2 Project area to potentially allow for Limited Industrial site uses, and a park and open space buffer area. The purpose of this proposed rezoning is to establish consistency with the 2022 General Plan land use designations. This action is being initiated by the City of Lathrop.

B. CLSP PHASE 2 AMENDMENT:

The City of Lathrop adopted the Central Lathrop Specific Plan (CLSP) on November 9, 2004. The 2004 CLSP provided for the development of approximately 1,521 acres located south of the northern city limit line, west of Interstate-5, north of the Mossdale Village planning area, and east of the San Joaquin River as illustrated in Figures 1 and 2 (CLSP Plan Area).

The CLSP Plan Area consists of two primary development phases. Phase 1 of the CLSP covers approximately 797 acres in the southern portion (Phase 1 Plan Area), and Phase 2 applies to the 724-acre northern portion (Phase 2 Plan Area). Dos Reis Road serves as the dividing line between the two phases. Phase 1 of the CLSP has largely been entitled and significant development has occurred throughout Phase 1.

The Central Lathrop Specific Plan Phase 2 Amendment (“CLSP Phase 2 Amendment”) includes updates and modifications only for the Phase 2 Plan Area portion of the Central Lathrop Specific Plan, comprising the 724-acre area north of Dos Reis Road. The CLSP-2 Amendment does not, in any way, alter, amend, or otherwise change the vested entitlements for the CLSP Phase 1 area, which is the 797-acre area south of Dos Reis Road. The original 2004 CLSP and the associated entitlements continue to govern the residential mixed use development in the CLSP Phase 1 Plan Area.

The CLSP-2 Amendment revises all policies, regulations, land use concepts, and development standards with respect to Phase 2 and supersedes the 2004 CLSP for the area north of Dos Reis Road.

The City of Lathrop is the sponsor of the CLSP-2 Amendment in order to modify the 2004 CLSP for the Phase 2 Plan Area so that the CLSP-2 Amendment is consistent with the

recently adopted 2022 Lathrop General Plan. The 2004 CLSP designated residential, parks, schools, and commercial uses within the CLSP Phase 2 Plan Area. The CLSP-2 Amendment changes the residential, parks, schools, and commercial land uses within the Phase 2 Plan Area to Limited Industrial and retains the Open Space designation consistent with the 2022 Lathrop General Plan. The CLSP-2 Amendment will implement the 2022 General Plan policies and establish clear direction for the development of the CLSP-2 Plan Area. This land use change is consistent with the City’s efforts to support the Mossdale Tract’s provision of a 200-year urban level of flood protection.

The Central Lathrop Specific Plan (CLSP) Phase 2 Amendment will bring the CLSP into consistency with the recently adopted 2022 Lathrop General Plan. Specifically, the CLSP Phase 2 Amendment would implement Implementation Measure LU-5.f, which requires the City to update the CLSP to 1) bring the Specific Plan’s land use map into consistency with the General Plan, 2) establish a circulation network; 3) establish site design standards for new industrial projects; 4) identify financing and cost-recovery methods to fund roadway and infrastructure improvements; 5) establish circulation design standards; 6) provide opportunities to provide employee-serving amenities on-site; and 7) include provisions that all development projects proposed north of Dos Reis Road and south of De Lima Road be required to obtain a Conditional Use Permit (CUP), which shall be subject to discretionary review by the City Council.

The Land Use and Development Plan is the primary implementing component of the CLSP-2 Amendment. The land use update designates the CLSP-2 Plan area Limited Industrial, consistent with the 2022 Lathrop General Plan, and would include a parks and open space buffer. Additionally, policy amendments are included throughout the CLSP for consistency with the land use plan and environmental impact minimization policies included in the 2022 Lathrop General Plan.

Prior to any future development within the CLSP-2 area, a site-specific development application would be required for projects proposed within the CLSP Phase 2 Project area. At that point, based on the details of a specific project, traffic and other utility analyses would be performed to identify appropriate project requirements, or mitigation measures and conditions of approval.

The proposed CLSP-2 Amendment is included as Attachment E.

C. WAREHOUSE PROJECT

The Warehouse Project requires a Conditional Use Permit and Site Plan Review for the development of a new integrated, warehouse/light industrial/retail office development on an approximately 89.5-acre property located at the northwest corner of Dos Reis Rd and Manthey Road (the “warehouse site”, or “project site”).

The proposed Warehouse Project includes an approximately 1,486,607 square foot single or multi-tenant building with a mix of retail, office/call center, and warehouse and distribution uses. The primary mix of uses within the Project building include an up to 110,000 square foot retail showroom, a 24,000 square foot, 2-3 story office space consisting of call center and a regional office. Warehouse and distribution uses will comprise the balance of the 1,352,347 square feet. The proposed building's height is approximately 50 feet, with architectural features that may extend to approximately 60 feet.

The proposed Warehouse Project would generate up to 1,295 employees. There are three types of employment in this project; warehouse, office, and retail. It is expected that the warehouse use will generate 1,143 new employees, the office use will generate 98 employees, and the retail use will generate 54 employees.

Warehouse Site Access and Circulation: The site plan (included on Figure 3) orients the Warehouse Project to Manthey Rd. Public access to the Warehouse Site will be provided via Manthey and Dos Reis Roads in the locations shown on the site plan. These points of access and internal circulation provide access to users, employees, and customers. Generous landscaping along Dos Reis effectively screens the south elevation from Dos Reis Rd, while dense landscape accents the east elevation and the retail portion of the Warehouse Project.

Dedicated truck access located at the very northeast corner of the Warehouse Site is the only access point for ingress and egress of truck traffic. Trucks are restricted from going south of this access point and will come from and to the north towards the Roth Road/Interstate 5 (I-5) interchange only. Vehicular & Truck access to the Warehouse Site is proposed via four (4) access drives; one (1) access drive on Manthey Rd at the far northeast corner is dedicated for truck ingress/egress onto and from the Project. One (1) public and employee vehicular access mid-block on Manthey Rd is proposed for ingress/egress of the public and employees' access to the retail and office. Two (2) additional access points are proposed along Dos Reis Rd with the most eastern access proposed for public vehicular access to the retail and customer pick-up areas located at the southeast corner of the building. A fourth and final access is closed (gated) to the public and trucks and is reserved only for emergency vehicle access.

The Warehouse Project site plan identifies approximately 2,046 parking spaces provided throughout the development, 942 of which are proposed automobile spaces and 1,104 of which are proposed trailer parking spaces. Parking for trucks and employees is provided behind secured, gated access points as depicted on the site plan. Approximately 1,104 trailer parking spaces are provided behind secured, gated access points.

The proposed Warehouse Project is expected to generate 2,798 daily trips, including 203 a.m. peak hour trips (124 inbound, 79 outbound) and 255 p.m. peak hour trips (110 inbound, 145 outbound) for passenger vehicles, and is expected to generate 680 daily truck trips including 95 a.m. peak hour trips and 45 p.m. peak hour trips. Parking will include 943 vehicle spaces, and 1,104 trailer spaces/stalls.

Site Improvements: The developer will be required to widen Dos Reis Road and Manthey Road to their ultimate condition and in accordance with the Central Lathrop Specific Plan Phase 2 Amendment (CLSP 2). Landscape and sidewalk improvements beyond the back of curb along the southern portion of Dos Reis Road will be constructed by future developers of the adjacent properties.

The project proposes a 30-foot landscape buffer along the Dos Reis Road project frontage, in accordance with the Central Lathrop Specific Plan Phase 2 Amendment (CLSP 2). To further enhance screening for trailer parking areas, an 8-foot-tall community wall is proposed along the right-of-way of Dos Reis Road at the project frontage. Additionally, the project proposes an increased number of deciduous trees between the 8-foot paved sidewalk and the 8-foot-tall community wall. This condition will extend along the south boundary of the property until the first driveway east of the proposed Dos Reis Road and Golden Valley Parkway roundabout. Proceeding north along Manthey Road, the tree spacing, and landscape design will transition to a less dense arrangement typically found in retail areas.

Grading and Drainage: The grading and drainage plan for the Property will be required to comply with the City of Lathrop's drainage design standards and the Multi-Agency Post-Construction Stormwater Standards Manual. Storm drainage will be conveyed via internalized roof drains and downspouts, as well as overland flow across the parking lots and truck dock areas. This flow will be directed to curb openings at stormwater quality treatment areas distributed throughout the site. These treatment areas will effectively treat stormwater before it is discharged into the site's storm drain system. Ultimately the onsite storm drain system connects to the existing Watershed 4 storm drain line in Dos Reis Road where that storm water continues west to the existing storm drain pump station at Stanford Crossing and Spartan Way. The stormwater quality treatment areas and the underground storm drainpipe system have been sized to together accommodate a 100-year storm event.

Utilities and Infrastructure: The City of Lathrop will provide water to the Property via a 12-inch public waterline within Golden Valley Parkway. The project proposes new 12-inch public water lines in Manthey Road and Dos Reis Road. The City of Lathrop will provide storm sewer and wastewater treatment service. There is an existing sewer main

within Golden Valley Parkway. It is anticipated that the existing sewer main is to provide a gravity sewer connection to the Property

PROJECT OBJECTIVES

The following are the objectives for the project:

- Implement the 2022 Lathrop General Plan and provide consistency between the General Plan and the CLSP, the Municipal Code, and the Zoning Map.
- Provide a new integrated, high-quality warehouse/light industrial/retail office development.
- Promote improvements that minimize impacts to the city and surrounding areas through master planning and sites design.
- Minimize potential site access and on-site and off-site circulation conflicts between drivers and pedestrians through designated routes and access points suited for the project area.
- Promote economic growth and diverse new employment, shipping, and retail opportunities for Lathrop residents.
- Contribute to the City's tax base.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

- **Approval of Municipal Code and Zoning Map Amendments:** Amend the Lathrop Zoning Map, modify Title 10 (Vehicles and Traffic), and adopt various amendments to Title 17 (Zoning) of the Lathrop Municipal Code (LMC) for consistency with the 2022 Lathrop General Plan and Government Code Section 65860.
- **Approval of the Central Lathrop Specific Plan 2 Amendment.** The CLSP-2 Amendment includes various land use and development standard updates to bring the CLSP into consistency with the 2022 Lathrop General Plan.
- **Approval of a Conditional Use Permit.** The applicant is requesting a CUP for the development of the Warehouse Project, a new integrated, warehouse/light industrial/ retail and office development on the approximately 89.5-acre property located at the northwest corner of Dos Reis Rd and Manthey Road (Warehouse site).
- **Approval of Site Plan Review:** The Warehouse project is subject to site plan review by the City of Lathrop Planning Commission to ensure consistency with the applicable guidelines and standards for design contained in the 2022 Lathrop General Plan and CLSP Phase 2 Amendment.
- **Adoption of the CEQA Guidelines Section 15183 Exemption.**

The following agencies are considered Responsible or Trustee Agencies for this project, and may be required to issue permits or approve certain aspects of the project;

- Central Valley Regional Water Quality Control Board (CVRWQCB);
- San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)

PREVIOUS ENVIRONMENTAL ANALYSES OF THE PROPOSED PROJECT

On September 19, 2022 the City of Lathrop adopted the 2022 Lathrop General Plan Update and certified the associated General Plan EIR (State Clearinghouse (SCH) #2021100139). The 2022 Lathrop General Plan EIR evaluated cumulative impacts associated with full development and buildout of the General Plan Area, including the proposed CLSP Phase 2 project area and warehouse site.

The proposed project would be consistent with the 2022 Lathrop General Plan's designation of Limited Industrial for the CLSP Phase 2 Project area and the warehouse site. Additionally, the 2022 Lathrop General Plan EIR assumed full development and buildout of the CLSP Phase 2 Area (inclusive of the warehouse site) with the types of uses and development standards proposed by the project. As such the cumulative impacts associated with buildout of the General Plan, including the CLSP Phase 2 area and warehouse project site, were fully addressed in the General Plan EIR.

CEQA GUIDELINES SECTION 15183 EXEMPTIONS

CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified. As noted above, the proposed project is consistent with the 2022 Lathrop General Plan land use designations and densities applicable to the project area. The provisions contained in Section 15183 of the CEQA Guidelines are presented below.

15183. Projects Consistent with a Community Plan or Zoning

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

- (1) Are peculiar to the project or the parcel on which the project would be located,*
- (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,*
- (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*
- (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.*

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

(d) This section shall apply only to projects which meet the following conditions:

(1) The project is consistent with:

- (A) A community plan adopted as part of a general plan,*
- (B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or*
- (C) A general plan of a local agency, and*

(2) An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.

(e) This section shall limit the analysis of only those significant environmental effects for which:

- (1) Each public agency with authority to mitigate any of the significant effects on the environment identified in the planning or zoning action undertakes or requires others to undertake mitigation measures specified in the EIR which the lead agency found to be feasible, and*
- (2) The lead agency makes a finding at a public hearing as to whether the feasible mitigation measures will be undertaken.*

(f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the City or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR. Such development policies or standards need not apply throughout the entire City or county, but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan, but can be found within another pertinent planning document such as a zoning ordinance. Where a City or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the City or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the City or county decides to apply the standards or policies as permitted in this section.

(g) Examples of uniformly applied development policies or standards include, but are not limited to:

- (1) Parking ordinances.*
- (2) Public access requirements.*
- (3) Grading ordinances.*
- (4) Hillside development ordinances.*
- (5) Flood plain ordinances.*
- (6) Habitat protection or conservation ordinances.*
- (7) View protection ordinances.*
- (8) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations.*

(h) An environmental effect shall not be considered peculiar to the project or parcel solely because no uniformly applied development policy or standard is applicable to it.

(i) Where the prior EIR relied upon by the lead agency was prepared for a general plan or community plan that meets the requirements of this section, any rezoning action consistent with the general plan or community plan shall be treated as a project subject to this section.

- (1) "Community plan" is defined as a part of the general plan of a City or county which applies to a defined geographic portion of the total area included in the*

general plan, includes or references each of the mandatory elements specified in Section 65302 of the Government Code, and contains specific development policies and implementation measures which will apply those policies to each involved parcel.

(2) For purposes of this section, “consistent” means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan.

(j) This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

PROJECT-SPECIFIC ENVIRONMENTAL REVIEW

The attached Environmental Analysis includes a discussion and analysis of any peculiar or site-specific environmental impacts associated with adoption of the Municipal Code and Zoning Map Update, adoption of the CLSP Phase 2 Amendment, and construction and operation of the proposed warehouse project.

The Environmental Analysis identifies whether or not each CEQA Appendix G environmental checklist question, and its corresponding impacts, were adequately addressed in the 2022 Lathrop General Plan EIR, if there is a significant impact due to new information, or if the project would result in a significant impact peculiar to the project site that was not adequately addressed in the General Plan EIR. The Environmental Analysis identifies the applicable City of Lathrop development standards and policies that would apply to the proposed project during both the construction and operational phases, identifies applicable minimization measures from the General Plan EIR that must be implemented, identifies applicable state-level standards and requirements, and explains how the application of these uniformly applied standards and policies would ensure that no peculiar or site-specific environmental impacts would occur. Examples of uniformly applied standards and requirements include, but are not limited to, compliance with the California Building Code (to reduce impacts associated with seismic hazards) and preparation of a Stormwater Pollution Prevention Plan (to reduce impacts associated with surface water pollution during construction activities).

FUTURE DEVELOPMENT WITHIN THE CLSP PHASE 2 AREA.

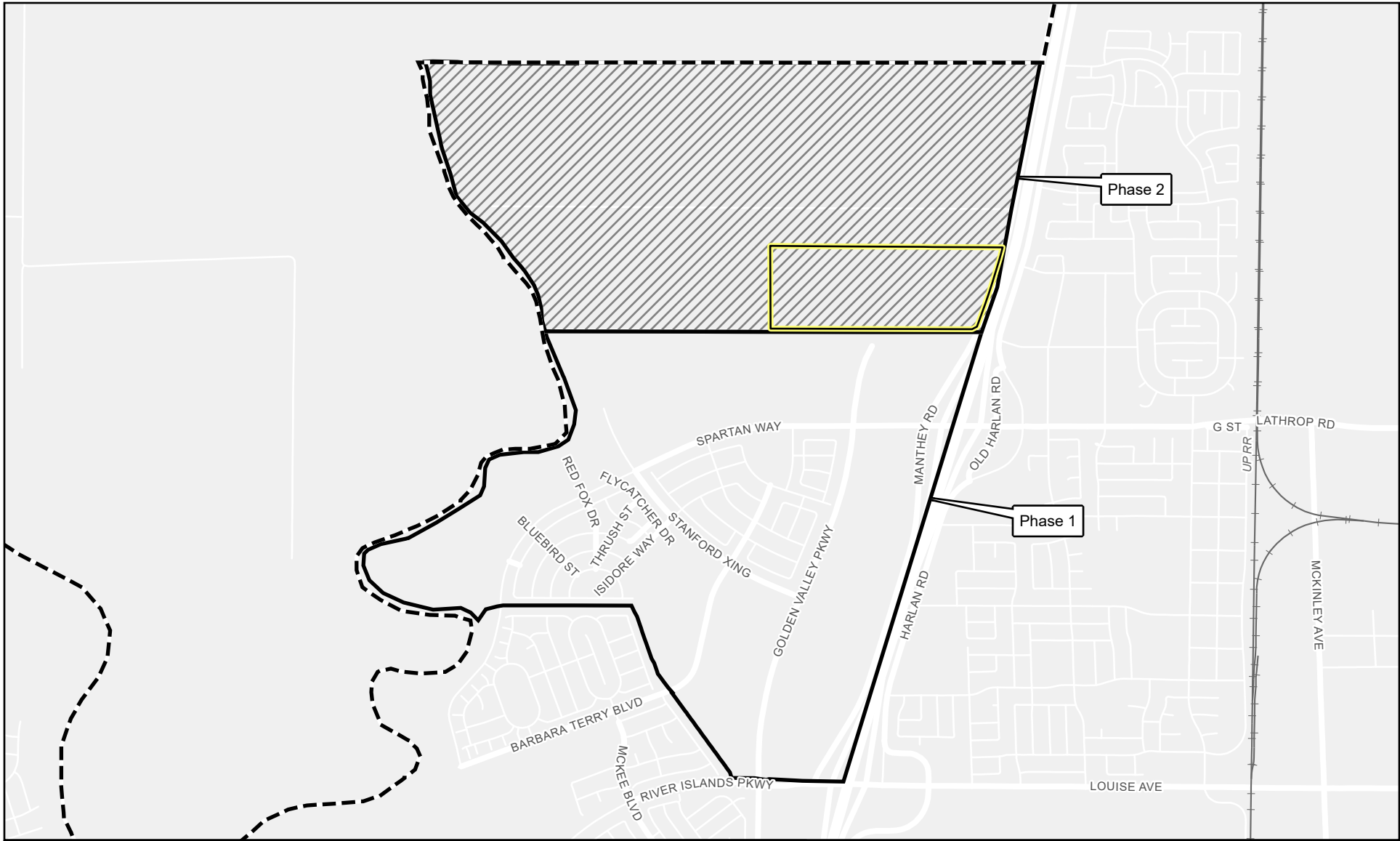
As described previously, prior to any future development within the CLSP-2, beyond the Ashley Warehouse project analyzed in this report, a site-specific development application would be required. At that point, based on the details of a specific project, traffic and other utility analyses would be performed to identify appropriate requirements, or mitigation measures and conditions of approval.





CONCLUSION

As described above, the proposed projects (project) are consistent with the land uses and development intensities assigned to the project site by the General Plan. Impacts from buildout of the General Plan including cumulative impacts associated with development and buildout of the CLSP Phase 2 plan area and the warehouse Project site, as proposed, were fully addressed in the General Plan EIR (State Clearinghouse No. 2021100139), and implementation of the proposed project would not result in any new or altered impacts beyond those addressed in the General Plan EIR.

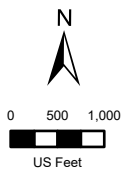
The analysis in the attached CEQA Environmental Checklist demonstrates that there are no site-specific or peculiar impacts associated with the project, and identifies uniformly applied standards and policies that would be applied to the project. The Project Requirements identified in the attached environmental analysis include requirements that must be implemented by the proposed project in order to ensure that any site-specific impacts or construction-related impacts are not significant. All Project Requirements identified in the attached Environmental Checklist shall be made a condition of project approval and shall be implemented within the timeframes identified. In addition, the project would also be subject to all applicable requirements identified under the General Plan and EIR.

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- LEGEND**
-  Ashley Warehouse Project Site
 -  City of Lathrop Limits
 - Central Lathrop Specific Plan Area**
 -  Phase 1
 -  Phase 2

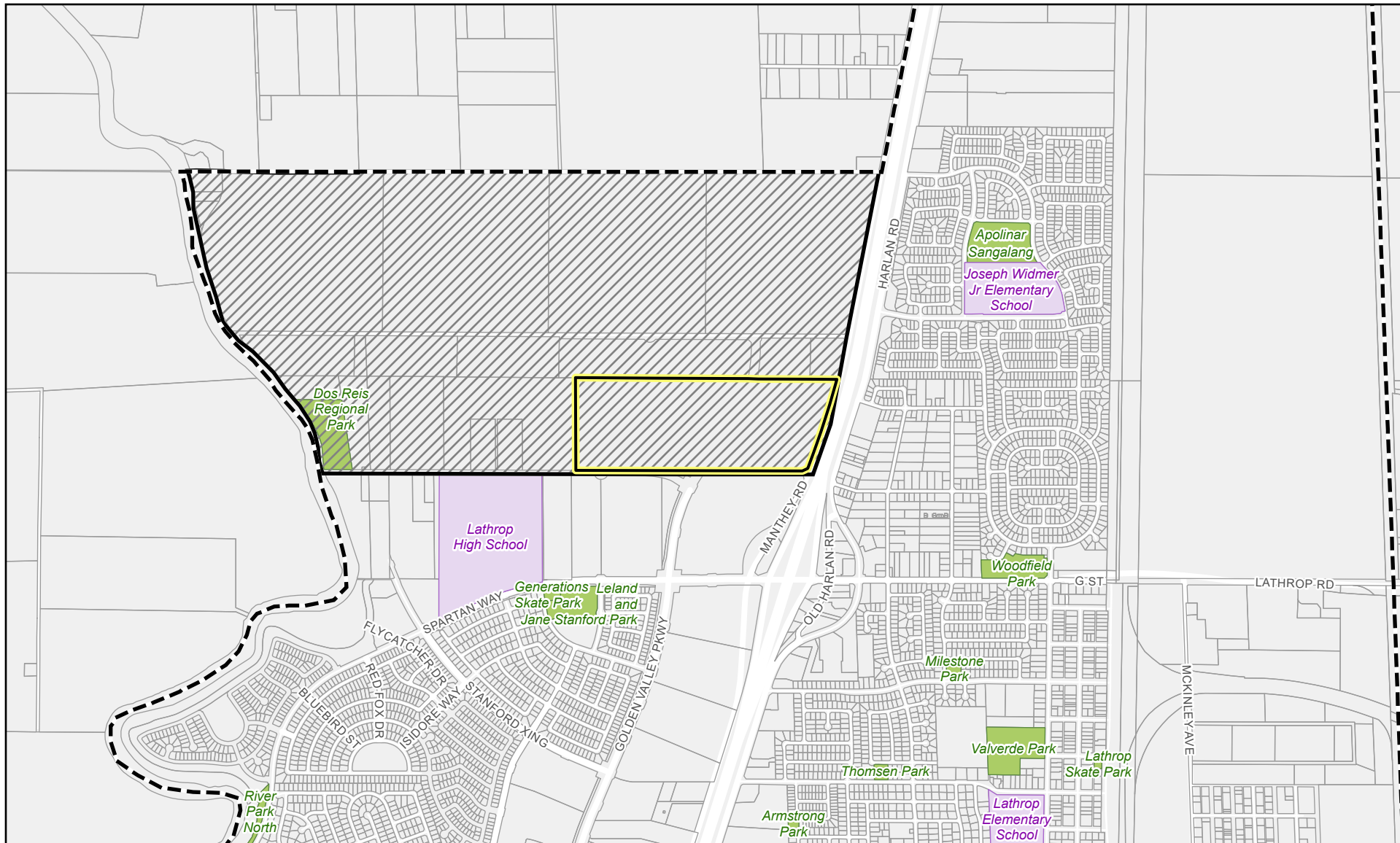
Sources: City of Lathrop; San Joaquin County GIS. Map date: June 1, 2023.








ASHLEY WAREHOUSE AND CLSP PHASE 2

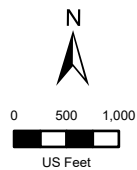
Figure 1. Central Lathrop Specific Plan

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LEGEND

-  Ashley Warehouse Project Site
-  Central Lathrop Specific Plan Phase 2
-  City of Lathrop Limits
-  Public Schools
-  Parks

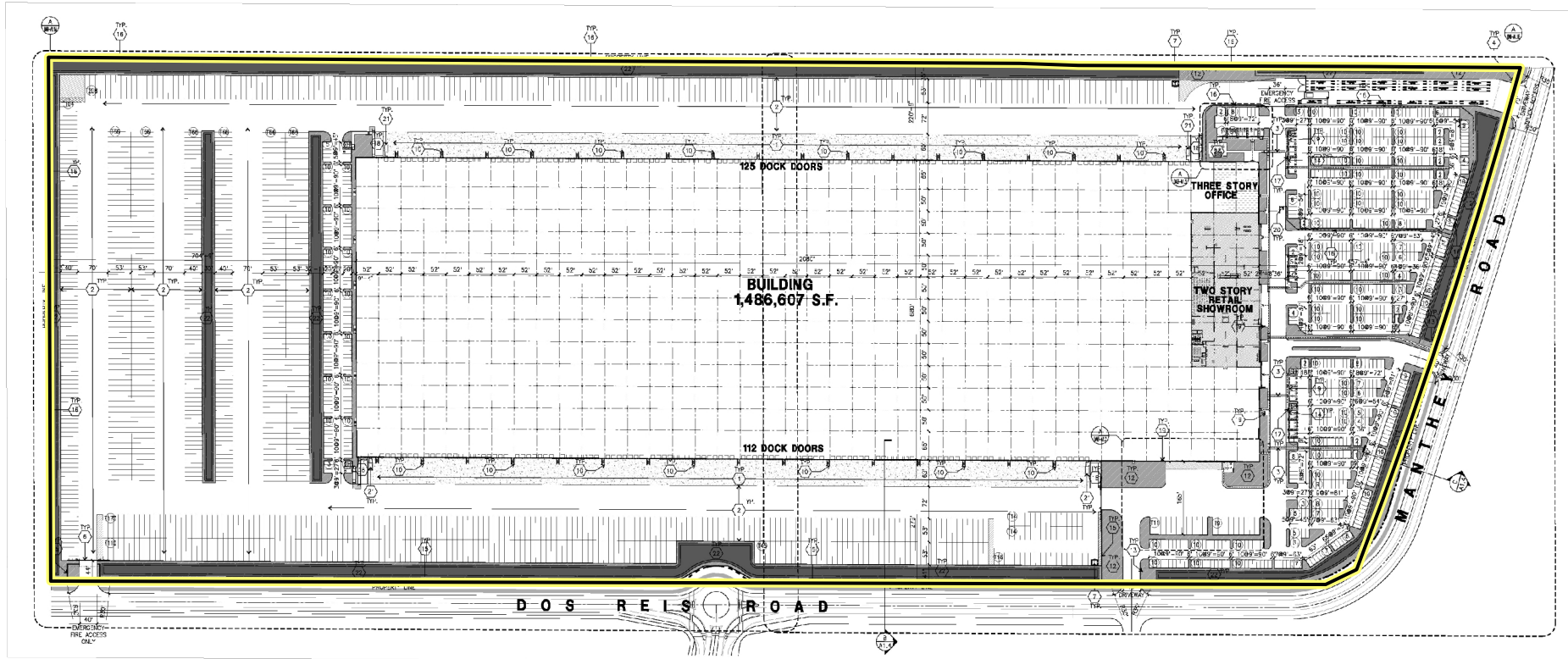


ASHLEY WAREHOUSE AND CLSP PHASE 2

Figure 2. Project Vicinity

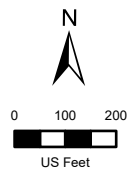
Sources: City of Lathrop; San Joaquin County GIS. Map date: July 13, 2023.

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LEGEND

 Ashley Warehouse Project Site

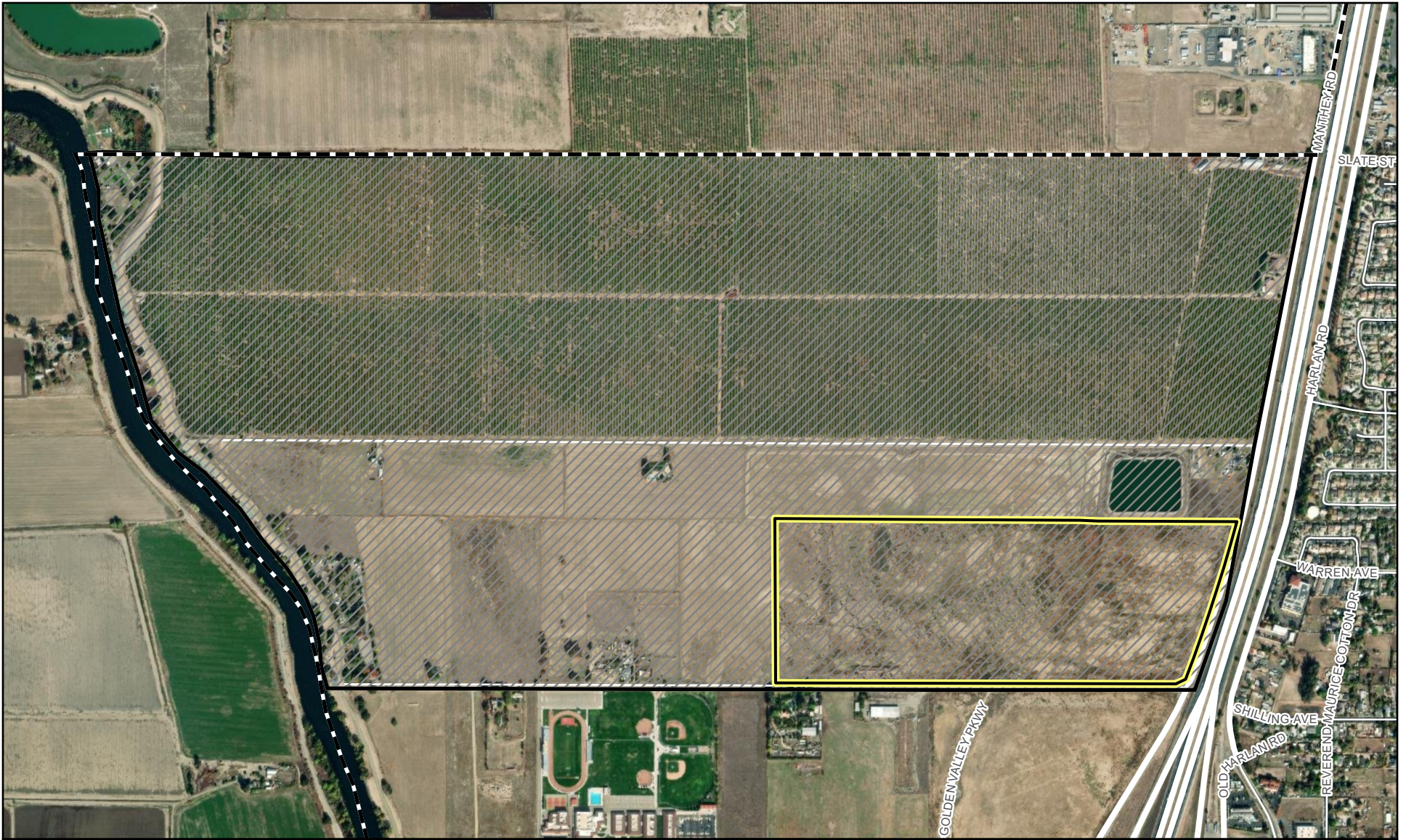


ASHLEY WAREHOUSE AND CLSP PHASE 2




Figure 3. Site Plan

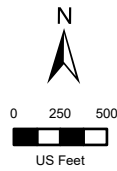
Sources: HPA Architecture. Map date: July 13, 2023.

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LEGEND

-  Ashley Warehouse Project Site
-  Central Lathrop Specific Plan Phase 2
-  City of Lathrop Limits

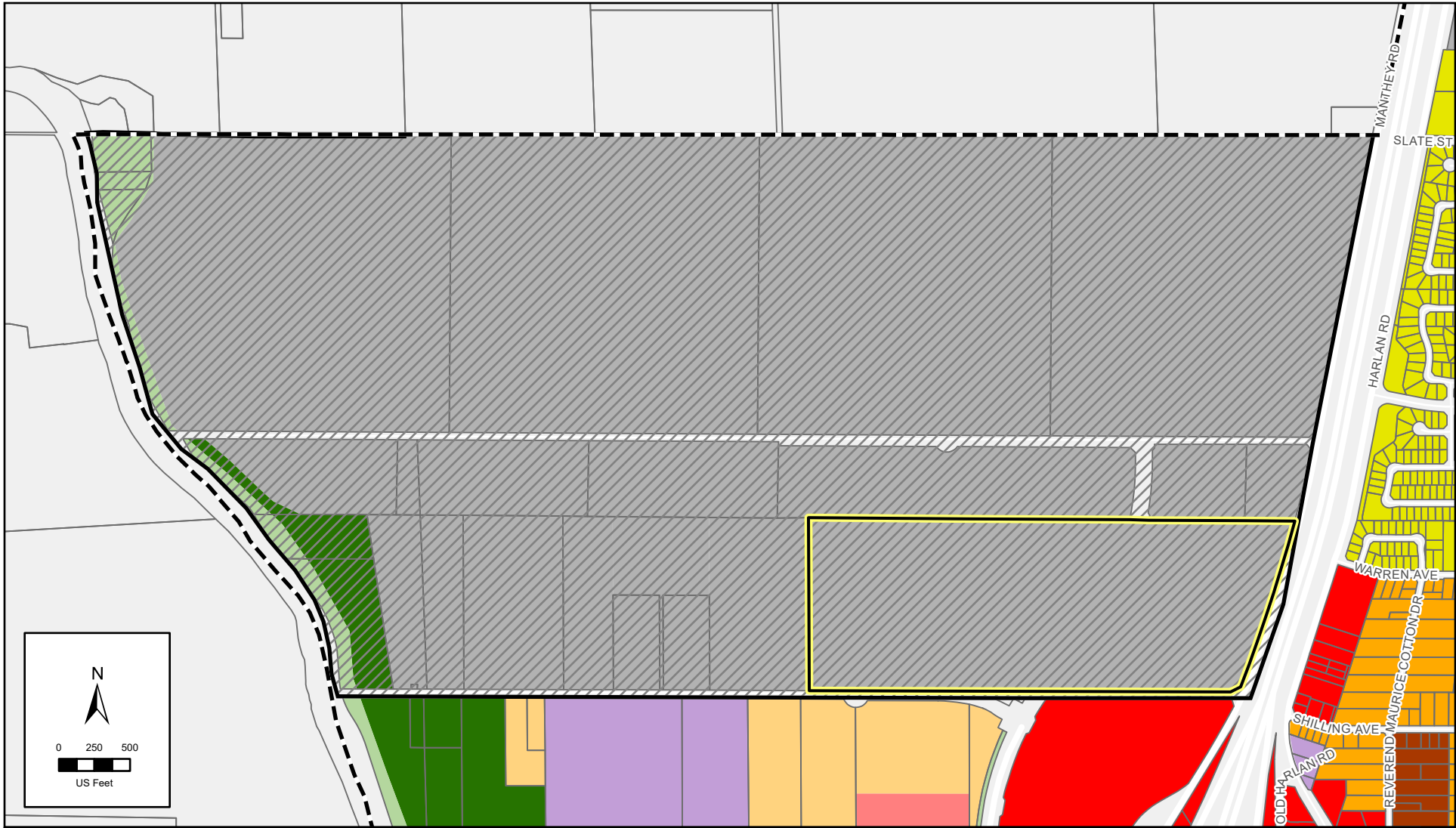


ASHLEY WAREHOUSE AND CLSP PHASE 2

Figure 4. Aerial Map

Sources: ArcGIS Map Service; San Joaquin County GIS. Map date: July 13, 2023.

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LEGEND

- City of Lathrop Limits
- Ashley Warehouse Project Site
- Central Lathrop Specific Plan Phase 2

- Lathrop General Plan Designation**
- Central Lathrop**
- R/MU-CL: Residential Mixed Use
 - OC-CL: Office Commercial
 - NC-CL: Neighborhood Commercial
 - LI-CL: Limited Industrial

- City Proper**
- P/QP-CL: Public/Quasi-Public
 - P-CL: Park
 - OS-CL: Open Space
 - LD: Low Density Residential
 - MD: Medium Density Residential

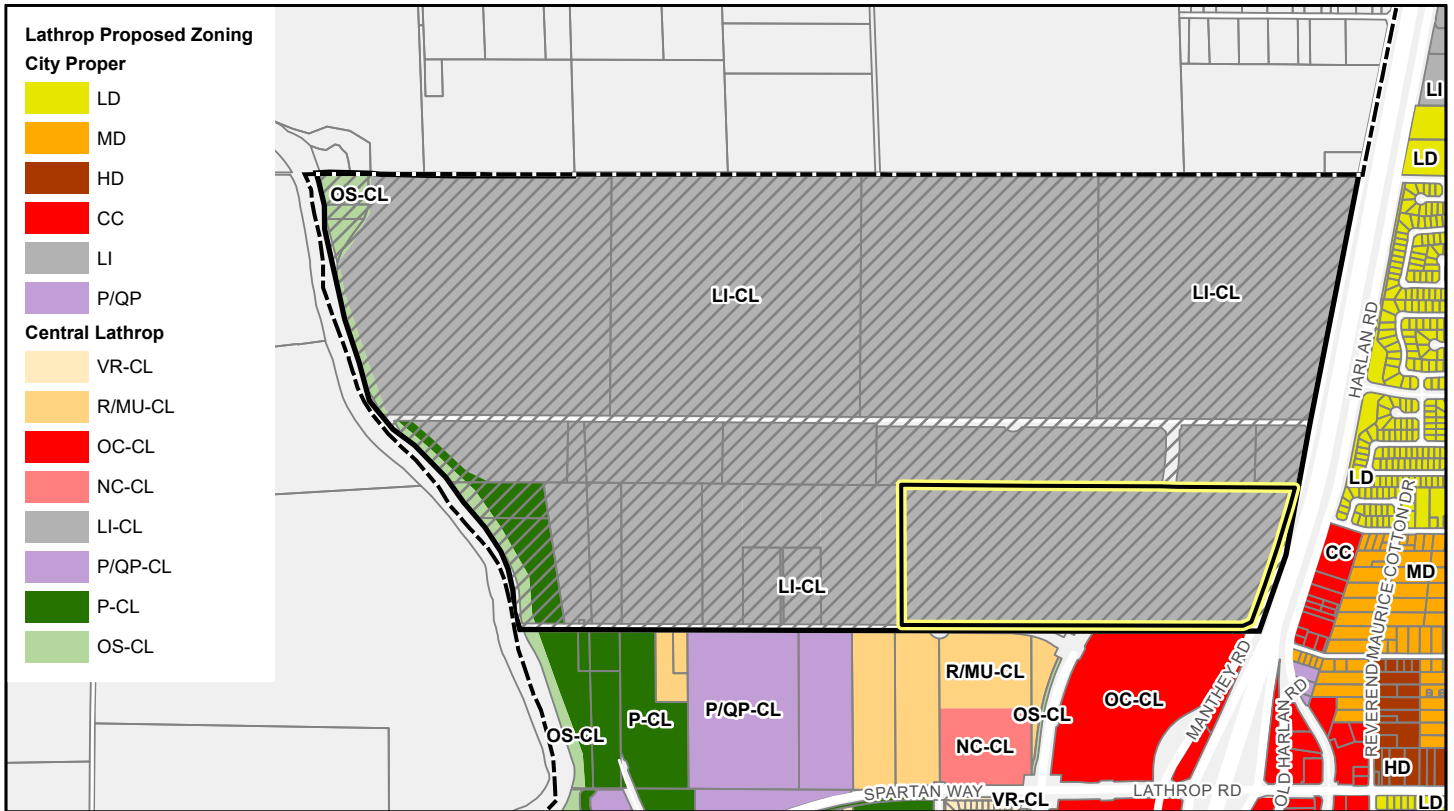
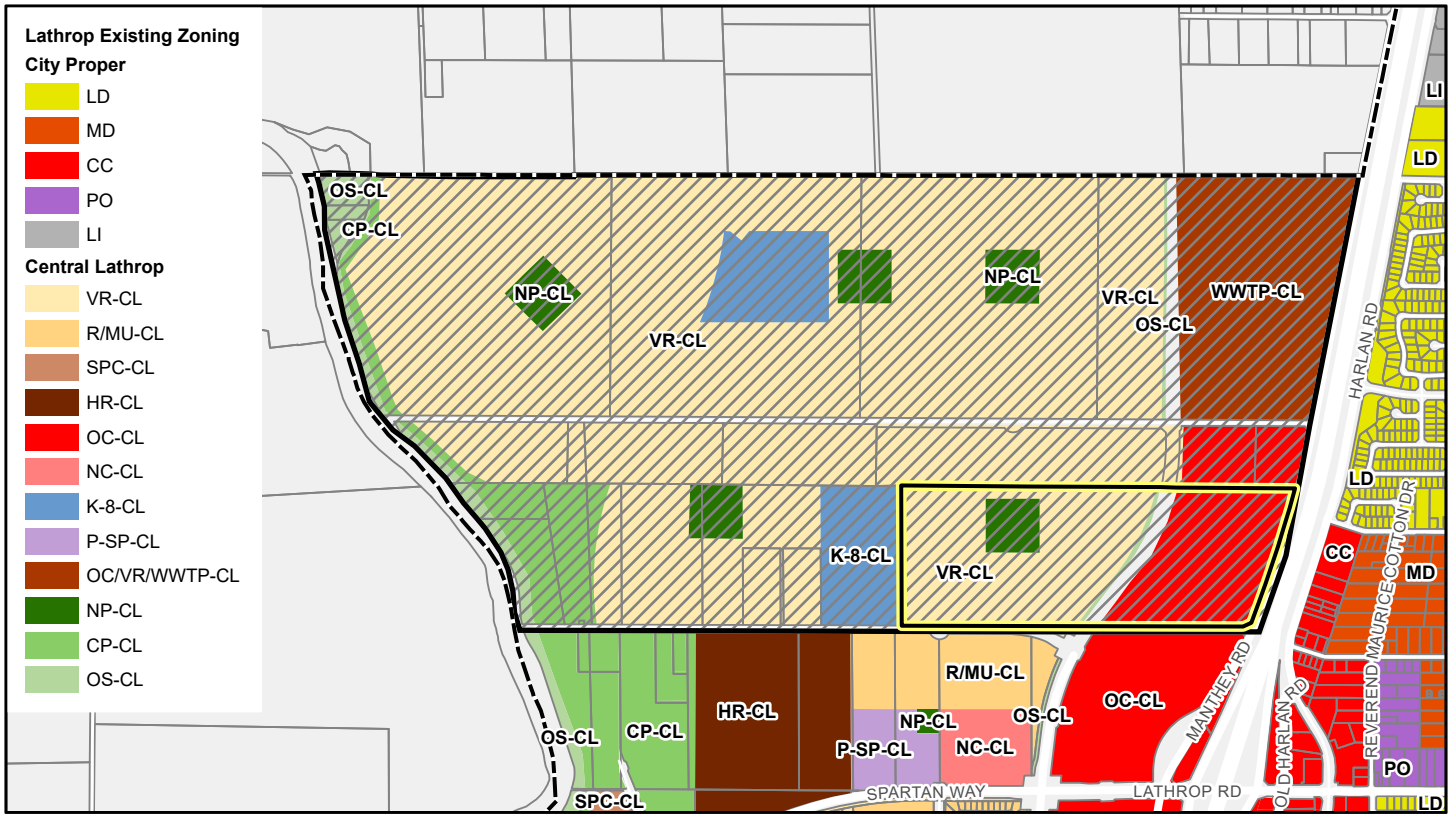
- HD: High Density Residential
- CC: Central Center
- LI: Limited Industrial
- P/QP: Public/Quasi-Public

ASHLEY WAREHOUSE AND CLSP PHASE 2

Figure 5. General Plan Land Use Map

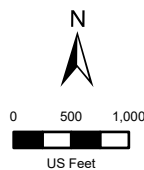
Sources: San Joaquin County GIS. Map date: July 13, 2023.

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LEGEND

- Ashley Warehouse Project Site
- City of Lathrop Limits
- Central Lathrop Specific Plan Phase 2



ASHLEY WAREHOUSE AND CLSP PHASE 2

Figure 6. Existing and Proposed Zoning

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ENVIRONMENTAL CHECKLIST

I. AESTHETICS -- WOULD THE PROJECT:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with the applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

A scenic vista is an area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, State, or local agency. Federal and State agencies have not designated any such locations within the City of Lathrop for viewing and sightseeing.

While Lathrop contains numerous areas and viewsheds with scenic value, there are no officially designated scenic vista points in Lathrop. Therefore, implementation of the proposed project would not result in substantial adverse effects on a scenic vista.

Implementation of the proposed project would introduce new commercial and limited industrial uses to the project area, and would be consistent with the surrounding uses anticipated by the 2022 General Plan and analyzed in Chapter 3.1 of the 2022 General Plan EIR. As such, the proposed project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased impacts beyond those that were already addressed in the General Plan EIR. There are no peculiar site specific conditions that would result in a significant impact related to this topic.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in Chapter 3.1 of the EIR. The proposed project would not result in a new or substantially more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

As described previously, there are no scenic vistas located on or adjacent to the project area. The proposed project uses included in the CLSP Phase 2 Amendment and Municipal Code Update are consistent with the surrounding land uses and designations, and the uses anticipated by the 2022 Lathrop General Plan.

The 2022 Lathrop General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the prior EIR because there are no scenic vistas affected by development within the CLSP-2 Amendment area or in the City subject to the changes in land use designations and rezoning. The proposed project would not result in a new or substantially more severe impact than what was previously analyzed.

Response b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

As discussed in Chapter 3.1 of the General Plan EIR, no adopted State scenic highways are located in Lathrop. Only one highway section in San Joaquin County is listed as a Designated Scenic Highway by the Caltrans Scenic Highway Mapping System; the segment of Interstate 580 from Interstate 5 to Interstate 205 (generally located southwest of the City of Tracy). This route traverses the edge of the Coast Range to the west and Central Valley to the east. However, this officially designated scenic highway does not provide views of Lathrop or the immediate surrounding areas, and there are no sections of highway in the Lathrop vicinity eligible for Scenic Highway designation.

Given that no adopted State scenic highways are located within Lathrop or provide views of the Project site, no impact would occur. It is further noted that there are no scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings located on the Warehouse site that could potentially be impacted by the proposed project. The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

As described in the General Plan EIR, there are no officially designated scenic highways located in the vicinity of Lathrop. Given that no adopted State scenic highways are located within Lathrop or provide views of the Project area, no impact would occur. The General Plan EIR determined that this impact was less than significant. This impact was

adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Response c): Adequately addressed in General Plan EIR.

WAREHOUSE SITE:

CEQA Guidelines Section 15387 defines an urbanized area as a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. The Project Area consists of lands in the northern portion of the City of Lathrop, which is an urbanized area. The project site is located in an area predominately containing developed uses and roadways to the south and east, and, and agricultural uses to the north and west.

As described in the General Plan EIR, implementation of the General Plan would lead to new and expanded urban and suburban development throughout the city, particularly in areas designated for residential, commercial, professional, industrial, mixed use, and public/ quasi-public uses by the Land Use Map (DEIR Figure 2.0-2). Policies in the General Plan are intended to complement and further the intent of these provisions regulating scenic quality and resources, and any development occurring under the General Plan would be subject to compliance with these guidelines, as well as the applicable regulations set forth in the Lathrop Municipal Code. The General Plan includes policies and actions to promote land use compatibility, ensure that new development is consistent with design guidelines and compatible with surrounding uses, protect and conserve open space, agricultural, riparian habitats, and other scenic and natural resources, ensure that in-fill development is designed to be sensitive to surrounding uses, and to strengthen the qualities of the city's neighborhoods, districts, and downtown. The City's Zoning Ordinance (City of Lathrop Municipal Code Title 17) is the primary tool meant to implement the General Plan. It consists of a zoning map defining the location of districts and code sections detailing requirements for each district. The Zoning Ordinance establishes specific, enforceable standards with which development must comply such as minimum lot size, maximum building height, minimum building setback, and a list of allowable uses. Zoning applies lot-by-lot, whereas the General Plan has a community-wide perspective. Provisions pertaining to visual resources such as site-specific design standards, preservation of open space, landscaping, trees, and signs, are addressed. State law requires the City's Zoning Code to be consistent with the General Plan.

As noted above under the Project Description, the project proposes a 30-foot landscape buffer along the Dos Reis Road project frontage, in accordance with the CLSP-2 Amendment. To further enhance screening for trailer parking areas, an 8-foot-tall community wall is proposed along the right-of-way of Dos Reis Road at the project

frontage. Additionally, the project proposes an increased number of deciduous trees between the 8-foot paved sidewalk and the 8-foot-tall community wall. This condition will extend along the south boundary of the property until the first driveway east of the proposed Dos Reis Road and Golden Valley Parkway roundabout. These perimeter improvements will provide visual screening of the project site and further reduce the potential for visual impacts to occur.

The General Plan EIR determined that this impact would be less than significant. The project is consistent with the General Plan's Limited Industrial land use designation. As such, the proposed project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or substantially greater impacts associated with visual resources, beyond those that were already addressed in the General Plan EIR.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

The proposed CLSP Phase 2 amendment and Municipal Code updates are intended to bring each document into consistency with the City's General Plan, and would therefore not degrade the existing visual character or quality of public views beyond what was previously analyzed in the City's General Plan EIR. The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the General Plan EIR in Chapter 3.1. The proposed project would not result in a new or more severe impact than what was previously analyzed because it would allow for development types, densities, and intensities that are fully consistent with the analysis and assumptions used in the General Plan EIR.

Response d): Adequately addressed in General Plan EIR.

WAREHOUSE SITE:

The proposed project will create new sources of light and glare. Examples of lighting would include construction lighting, exterior building lighting, interior building lighting, and automobile and parking lighting. Examples of glare would include reflective building materials and automobiles. Development of the project site would be subject to all applicable local regulations and standards related to lighting.

The Project is required to be consistent with the General Plan, as well as lighting and design requirements in the City of Lathrop Municipal Code Title 17. Additionally, improvements to the warehouse site such as landscape and street lighting, are subject to Site Plan and Architectural Design Review. Design Review procedures will be conducted in compliance with 17.100 and 17.104 of the Lathrop Municipal Code. Additionally, as described in the Central Lathrop Specific Plan Phase 2 Amendment, all lighting should utilize cut-off type fixture to minimize visibility from adjacent areas and should be the appropriate size and height given the activities for which they are designed. Compliance

with these uniformly applied standards and requirements would ensure minimal light spillage from the warehouse site and would ensure that warehouse project impacts related to lighting and glare would be less than significant.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed warehouse project would not result in a new or substantially more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

The proposed CLSP-2 Amendment and Zoning Code updates are intended to bring each plan into consistency with the City's General Plan. All future development within the CLSP-2 area would be required to be consistent with the General Plan, as well as lighting and design requirements in the City of Lathrop Municipal Code Title 17. Additionally, improvements such as landscape and street lighting, are subject to Site Plan and Architectural Design Review. Design Review procedures would be required to be conducted in compliance with 17.100 and 17.104 of the Lathrop Municipal Code. Additionally, as described in the Central Lathrop Specific Plan Phase 2 Amendment, all lighting should utilize cut-off type fixture to minimize visibility from adjacent areas and should be the appropriate size and height given the activities for which they are designed.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The CLSP-2 Amendment and the Zoning Code Update would not result in a new or substantially more severe impact than what was previously analyzed in the General Plan EIR.

II. AGRICULTURE AND FOREST RESOURCES: WOULD THE PROJECT:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?			X	
d) Result in the loss of forest land or conversion of forest land to non-forest use?			X	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

As shown in Lathrop General Plan EIR Figure 3.2-1. (Important Farmlands) the warehouse site is not underlain by soils that are considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, Farmland Mapping and Monitoring Program and the USDA Soil Conservation Service. Portions of the site are identified as Farmland of Local Importance.

The proposed warehouse project is consistent with the adopted vision and uses identified within the General Plan for light industrial development, and would not result in any new or substantially greater impacts beyond those that were already addressed in the General Plan EIR. Furthermore, the proposed warehouse project would contribute fees toward the purchase of conservation easements on agricultural lands through the City’s agricultural mitigation fee program and the SJMSCP as a result in the conservation of farmland as discussed further below.

The General Plan EIR determined that the loss of agricultural resources was a significant and unavoidable impact. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

According to the California Department of Conservation Farmland Mapping and Monitoring Program, the CLSP Phase 2 area includes lands designated as: Prime Farmland, Farmland of Statewide Importance, and Unique Farmland as shown in Lathrop General Plan EIR Figure 3.2-1. Development of the Phase 2 Plan Area with light industrial uses and the subsequent removal of farmland was evaluated in the General Plan EIR. The General Plan EIR (EIR) determined that this impact was significant and unavoidable. The proposed CLSP Phase 2 Amendment and Zoning Code Update would not result in a new or substantially more severe impact than what was previously analyzed in the 2022 General Plan EIR.

The City of Lathrop adopted an agricultural mitigation program that includes the City's agricultural land mitigation requirements. In order to mitigate and offset the loss of agricultural and important farmland resources, the City requires that applicants pay an agricultural mitigation fee for those projects that permanently change agricultural land over one acre in size within the City's jurisdiction to non-agricultural uses. The in lieu fee, paid to the City, is placed in a trust account and used for farmland mitigation purposes. Additionally, the SJMSCP provides for the preservation of productive agriculture and is administered by the San Joaquin Council of Governments (SJCOG). In conformance with the SJMSCP, the General Plan recognizes that agricultural use in the CLSP Phase 2 Plan Area would be phased out as the Plan Area develops with industrial uses and requires that project applicants pay fees to SJCOG on a per-acre basis for designated agricultural lands that are converted to urban use. SJCOG will then use these funds to purchase conservation easements on agricultural and habitat lands in the project vicinity.

Project Requirement(s)

Requirement AG-1: *Implement Lathrop Municipal Code Chapter 3.40 AGRICULTURAL MITIGATION FEE Section 3.40.030 Collection of Agricultural Mitigation Fee.*

The Agricultural Mitigation Fee enacted pursuant to this chapter is to be collected by the city before the issuance of building permits, or at approval of any discretionary permit if no building permit is required. (Ord. 05-248 § 1)

Requirement AG-2: *Require all development to coordinate with and participate with SJCOG in the SJMSCP Agricultural Mitigation Fee program as required.*

Response b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

As shown in the Lathrop General Plan EIR Figure 3.2-2, the warehouse site is not under a Williamson Act contract, or designated by the General Plan or Zoning Maps for agricultural uses. Therefore, implementation of the proposed project would not conflict with a Williamson Act Contract, and would not conflict with any agricultural zoning.

The proposed warehouse project is consistent with the adopted vision and uses identified in the General Plan, and would not result in a new or substantially more severe impact than what was previously analyzed in the 2022 General Plan EIR.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

The CLSP-2 plan area is not under a Williamson Act Contract, nor are any of the parcels immediately adjacent to the CLSP plan area under a Williamson Act Contract, or designated by the General Plan or Zoning Maps for agricultural uses. None of the parcels being updated on the Zoning Map are under Williamson Act Contract. Therefore, implementation of the proposed project would not conflict with a Williamson Act Contract, and would not conflict with any agricultural zoning.

The proposed CLSP-2 Amendment and the Zoning Code Update project is consistent with the adopted vision and uses identified within the General Plan, and would not result in a new or substantially more severe impact than what was previously analyzed in the 2022 General Plan EIR.

Responses c) and d): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE, CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

As described in the General Plan EIR, the City of Lathrop does not contain parcels designated as forest land and the General Plan does not propose uses that would convert existing forest land to non-forest use. Therefore, the Project would result in no impact regarding the loss of forest land or conversion of forest land to non-forest use.

The proposed Project is consistent with the adopted vision and uses identified within the General Plan, and would not result in a new or substantially more severe impact than what was previously analyzed in the prior EIR.

Response e): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

As described under Response (a) above, the warehouse site is designated as Farmland of Local Importance. Agricultural uses previously occurred on the warehouse site. However, the site is not currently used for agricultural purposes.

The proposed warehouse project is consistent with the adopted vision and uses identified within the General Plan for light industrial development, and would not result in any new or in a substantial increase in impacts beyond those that were already addressed in the General Plan EIR.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR as discussed above regarding the treatment of agricultural resources. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

Future Development of the CLSP Phase 2 area for urban uses and the subsequent removal of Farmland was evaluated in the General Plan EIR. The General Plan designates the Project area for limited industrial urban land uses. As such, implementation of the CLSP-2 amendment and the Zoning Update would not create new impacts over and above those identified in the General Plan EIR, nor substantially increase previously identified impacts because the same areas proposed to be converted to limited industrial uses in the General Plan would be rezoned and designated in the CLSP-2 for limited industrial uses. However, as described previously under Response a, the Project area consists of land previously used for agricultural purposes, and contains Important Farmland. The Project is therefore subject to compliance with Requirement AG-1 to implement the Lathrop Municipal Code Chapter 3.40 Section 3.40.030 Collection of Agricultural Mitigation Fees. The Agricultural Mitigation Fee enacted pursuant to this chapter is to be collected by the city before the issuance of building permits, or at approval of any discretionary permit if no building permit is required. (Ord. 05-248 § 1). Additionally, the project and all future projects within the CLSP Phase 2 Planning area are also subject to Requirement AG-2: which requires all development to coordinate with and participate with SJCOG in the SJMSCP Agricultural Mitigation Fee program.

The proposed project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or substantially greater impacts beyond those that were already addressed in the General Plan EIR.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

III. AIR QUALITY -- WOULD THE PROJECT:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

EXISTING SETTING

The Project site is located within the San Joaquin Valley Air Pollution Control District (SJVAPCD). This agency is responsible for monitoring air pollution levels and ensuring compliance with federal and state air quality regulations within the San Joaquin Valley Air Basin (SJVAB) and has jurisdiction over most air quality matters within its borders.

Response a), b): Adequately addressed in General Plan EIR

WAREHOUSE SITE

Criteria Air Pollutant Emissions - Construction

The SJVAPCD’s approach to analysis of construction impacts is to require implementation of effective and comprehensive control measures, rather than to require detailed quantification of emission concentrations for modeling of direct impacts. PM₁₀ emitted during construction can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors, making quantification difficult. Despite this variability in emissions, experience has shown that there are a number of feasible control measures that can be reasonably implemented to significantly reduce PM₁₀ emissions from construction activities. The SJVAPCD has determined that, on its own, compliance with Regulation VIII for all sites and implementation of all other control measures indicated in Tables 6-2 and 6-3 of the SJVAPCD’s Guide for Assessing and Mitigating Air Quality Impacts (as

appropriate) would constitute sufficient mitigation to reduce construction PM₁₀ impacts to a level considered less than significant.

Construction of the warehouse project would result in numerous activities that would generate dust. The fine, silty soils in the region and often strong afternoon winds exacerbate the potential for dust, particularly in the summer months. Impacts would be localized and variable. Construction impacts would last for a period of several months to several years. The initial phase of warehouse project construction would involve grading and site preparation activities, followed by building construction. Construction activities that could generate dust and vehicle emissions are primarily related to grading, soil excavation, and other ground-preparation activities, as well as building construction.

Development of the Phase 2 Plan Area with light industrial uses was evaluated in the General Plan EIR. As described in the Lathrop General Plan EIR, all future development and infrastructure projects within the General Plan Planning Area would be subject to the General Plan goals, policies, and actions, which were adopted to reduce emissions and air quality impacts, including during construction. For example, Policy RR-6.3 requires the City to require new construction to minimize fugitive dust and construction vehicle emissions.

Nevertheless, the proposed General Plan includes higher levels and rates of growth than those that would be facilitated under the existing Lathrop General Plan. As such, total emissions levels associated with Project buildout would increase, which may indirectly hinder the SJVAPCDs efforts to reduce total emissions of criteria pollutants. The General Plan EIR (EIR) determined that this impact was significant and unavoidable. The proposed CLSP Phase 2 Amendment and Zoning Code Update would not result in a new or substantially more severe impact than what was previously analyzed in the 2022 General Plan EIR.

In addition, control measures are required and enforced by the SJVAPCD under Regulation VIII. The SJVAPCD considers construction-related emissions from all projects in this region to be mitigated to a less than significant level if SJVAPCD-recommended PM₁₀ fugitive dust rules and equipment exhaust emissions controls are implemented. The proposed project would be required to comply with all applicable measures from SJVAPCD Rule VIII. The proposed project would have a less than significant impact related to construction activities on these potential impacts.

In addition, Table AIR-1 (below) provides the results of the construction-related emissions modeling results from CalEEMod in comparison to the SJVAPCD thresholds for criteria air pollutants. As shown in this table, the construction emissions for the proposed

warehouse project are less than the SJVAPCD thresholds for criteria air pollutants for construction.

Table AIR-1: Project Unmitigated Construction Criteria Pollutant Emissions (tons/year)

<i>Emissions Type</i>	<i>Proposed project Emissions</i>	<i>SJVAPCD Threshold</i>	<i>Above Threshold in Proposed project?</i>
ROG	0.46	10	N
NO _x	4.44	10	N
CO	4.09	100	N
PM ₁₀	1.87	15	N
PM _{2.5}	0.95	15	N
SO _x	0.01	27	N

Source: CalEEMod, v. 2022.1

Criteria Air Pollutant Emissions - Operation

For the purposes of this operational air quality analysis, actions that violate Federal standards for criteria pollutants (i.e., primary standards designed to safeguard the health of people considered to be sensitive receptors while outdoors and secondary standards designed to safeguard human welfare) are considered significant impacts. Additionally, actions that violate State standards developed by the CARB or criteria developed by the SJVAPCD, including thresholds for criteria pollutants, are considered significant impacts.

SJVAPCD Rule 9510 Indirect Source Review

District Rule 9510 requires developers of large residential, commercial and industrial projects to reduce smog-forming (NO_x) and particulate (PM₁₀ and PM_{2.5}) emissions generated by their projects. The Rule applies to many project types, including to projects which, upon full build-out, will include 25,000 square feet of light industrial space or more. Project developers are required to reduce:

- 20 percent of construction-exhaust nitrogen oxides;
- 45 percent of construction-exhaust PM₁₀;
- 33 percent of operational nitrogen oxides over 10 years; and
- 50 percent of operational PM₁₀ over 10 years.

Developers are encouraged to meet these reduction requirements through the implementation of on-site mitigation; however, if the on-site mitigation does not achieve the required baseline emission reductions, the warehouse project applicant will mitigate the difference by paying an off-site fee to the District. Fees reduce emissions by helping to fund clean-air projects in the District. The proposed project would be required to

consult with the SJVAPCD regarding the applicability of Rule 9510 Indirect Source Review including the fees.

Criteria Pollutant Emissions and Thresholds

Project operational emissions are provided in Table AIR-2 (below) (further detail is provided in Appendix A), in comparison to the SJVAPCD criteria pollutant thresholds. As shown below, the proposed warehouse project would not exceed the applicable SJVAPCD thresholds associated with criteria pollutants during warehouse project operation.

Table AIR-2: Project Unmitigated Operational Criteria Pollutant Emissions (tons/year)

<i>Emissions Type</i>	<i>Proposed project Emissions</i>	<i>SJVAPCD Threshold</i>	<i>Above Threshold in Proposed project?</i>
ROG	1.97	10	N
NO _x	1.82	10	N
CO	13.3	100	N
PM ₁₀	2.63	15	N
PM _{2.5}	0.69	15	N
SO _x	0.03	27	N

Source: CalEEMod, v.2022.1

The 2022 Lathrop General Plan EIR determined that cumulative increases in criteria air pollutants associated with General Plan buildout was significant and unavoidable. Consistent with SJVAPCD requirements, the 2022 Lathrop General Plan EIR evaluated air quality impacts associated with buildout of the General Plan and identified two mitigation measures to address significant air quality impacts. Implementing Measure RC-6a requires the review of development, infrastructure, and planning projects for consistency with SJVAPCD requirements during the CEQA review process, with project applicants being required to prepare Air Quality analyses to address SJVAPCD and General Plan requirements. (DEIR page 3.3-37.) Implementing Action RR-6b requires a review of all new industrial and commercial development projects for potential air quality impacts to sensitive receptors, and that mitigation measures and best management practices be implemented to reduce significant emissions of criteria pollutants. Individual projects are required to provide their own environmental assessments to determine health impacts from the construction and operation of their projects. (DEIR pages 3.3-37-3.3-38.)

The warehouse project impact was adequately addressed in the Lathrop General Plan EIR because the EIR evaluated the air quality impacts associated with buildout of the City, including development of Limited Industrial land uses on the warehouse project site. Consistent with the EIR mitigation measures, the warehouse project was evaluated for its specific air quality impacts. Thus, the proposed warehouse project is consistent with

the development assumptions and development intensities analyzed in the General Plan EIR. As such, the proposed warehouse project would not result in a new or substantially more severe impact than what was previously analyzed in the 2022 General Plan EIR.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

Criteria pollutant emissions would occur because of construction equipment used for future development projects within the CLSP Phase 2 area and would include the following: site preparation, grading, paving, building construction, and architectural coating activities associated with development and infrastructure. GHG emissions would also result from worker and vendor trips to and from project sites and from soil hauling trips. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. As such, SJVAPCD recommends in its draft threshold to amortize project-specific construction emissions over a 30-year operational lifetime of a project. This normalizes construction emissions so that they can be grouped with operational emissions to generate a precise project GHG inventory. However, the SJVAPCD does not have a current threshold of significance for construction-related GHG emissions for plan-level impacts (including General Plans and Specific Plans).

The 2022 RTP/SCS relied upon the existing Lathrop General Plan to determine population, employment, and VMT increases associated with General Plan buildout in Lathrop as part of the RTP/SCS's overall analysis of per capita GHG emissions throughout the region. As noted in the 2022 RTP/SCS, the Plan meets and exceeds the GHG targets established by the CARB. The Lathrop General Plan is supportive and complimentary of the policies and strategies included in the 2022 RTP/SCS, and does not conflict with implementation of this plan.

The 2022 Lathrop General Plan EIR determined that this impact was significant and unavoidable. This impact was adequately addressed in the EIR. The proposed CLSP-2 amendment and Zoning Code Update project would not result in a new or substantially more severe impact than what was previously analyze in the 2022 General Plan EIR.

Project Requirement(s)

Requirement AQ-1: Comply with SJVAPCD Rule 9510 Indirect Source Review

Requirement AQ-2: Comply with SSJVAPCD Regulation VIII for all sites and implementation control measures indicated in Tables 6-2 and 6-3 of the SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts.

Response c): Adequately addressed in General Plan EIR.

WAREHOUSE SITE

As previously discussed, warehouse project emissions would be less than significant and would not exceed Air District thresholds; refer to Table AIR-1 and Table AIR-2, above. The potential for the proposed warehouse project to expose sensitive receptors to substantial pollutant concentrations is analyzed below. A project-specific Health Risk Assessment (HRA) was prepared to assess potential public health risks that may be present at the proposed warehouse project in the City of Lathrop, San Joaquin County, California. This report analyzes the emissions of toxic air pollutants attributable to the project, and their impacts on public health. The HRA was prepared to meet the requirements established by the SJVPACD, including the Framework for Performing Health Risk Assessments, and Guidance for Air Dispersion Modeling. The HRA is included as Attachment G.

Toxic Air Contaminants

A toxic air contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards.

The proposed warehouse project has the potential to impact nearby sensitive receptors due to the generation of heavy-duty diesel truck trips during warehouse project operation. Heavy-duty diesel trucks are emitters of diesel particulate matter (DPM), which is emitted from on- and off-site truck vehicle circulation, as well as idling on-site. Combined, these sources have the potential to generate substantial TACs on nearby sensitive receptors, including those located nearest to the warehouse project site, such as Lathrop High School.

The significance criteria for TACs, based on guidance from the SJVPACD, is provided in Table AIR-3, below.

Table AIR-3: Thresholds of Significance for Public Health Risks

Risk Metric	Significance Threshold
Residential Cancer Risk	20 per million
Workplace Cancer Risk	20 per million
Chronic and Acute non-cancer hazard Indices	non-cancer health hazard exposure index of 1.0

SOURCE: SJVAPCD, 2015.

As shown in Table AIR-3, a project that contributes a cancer risk in excess of 20 new cases in a population of one million persons at identified receptors, or a non-cancer hazard index of greater than or equal to 1.0 would be considered to have a significant project-level impact.

Exposure assessment involves translating the emission rate (e.g., lbs/hr, g/hr) of individual toxic air contaminants into the concentration (e.g., grams/cubic meter g /sec m² or parts per million) of each toxic air contaminant. The key step in performing an exposure assessment is the application of an air dispersion model. The dispersion model incorporates the local meteorological data (wind speed, wind direction, local temperature, inversions, etc.), stack height, and exhaust flow characteristics, into the dispersion of individual air contaminant.

Modeling receptors were placed at locations of nearby sensitive receptors, including residential and workplace locations. Residential receptors were located at each of the nearby residential receptors, as previously described, as follows:

- A cluster of residences is located adjacent to the southwest portion of the warehouse project site, on the opposite side of Dos Reis Road;
- Several residences are located north of and adjacent to Lathrop High School (approximately 940 feet west of the warehouse project site);
- A rural residence is located northwest of the Project site (approximately 820 feet from the Project site);
- A cluster of residences is located north of the northeast portion of the warehouse project site (approximately 320 feet from the warehouse project site), as well as additional residences located along Manthey Road north of the warehouse project site;
- A large number of residences is located along the opposite side of Interstate 5, east of the warehouse project site (approximately 400 feet east and northeast of the warehouse project site).

Additionally, workplace receptors were placed at various locations within the warehouse project site. This allows for an analysis of the receptors that have the potential to be most affected by the TACs generated by the proposed warehouse project.

Once the emissions rates of individual air contaminants have been calculated, and an air dispersion model has been run through AERMOD, the next step in determining health risks is to determine the cancer risk, and acute and chronic incident rates. Period and 1-hour dispersion files were used in combination with HARP-2 risk modelling software to calculate risk scenarios for residential, and workplace cancer rates, as well as acute and chronic incidences. The Hotspots Analysis and Reporting Program (HARP) is a software suite used to assist with the programmatic requirements of the Air Toxics “Hot Spots” Program [Assembly Bill (AB) 2588]. HARP combines the tools needed to implement the requirements of AB 2588, such as reporting a facility’s emissions inventory, determining a facility’s prioritization score, conducting air dispersion modeling, and performing a facility health risk assessment. This study utilized the HARP-2 Air Dispersion and Risk Tool with dispersion plot files created in AERMOD. After the risk assessment was complete, HARP-2 plot files were then imported back into AERMOD for spatial and visual representation, and analysis of impact areas.

Risk Assessment Results

The results of the risk analysis indicate that cancer risks vary depending on the exposure scenario (residential or worker) and on location. As would be expected, locations nearest the warehouse project site have the greatest exposure and the associated risks are considerably lower as distance from the project site increases. Table AIR-4 displays the residential and workplace cancer risk, and acute and chronic incidence rate results at nearest receptors. Further detail can be found in Attachment G.

Table AIR-4: Summary of Maximum Health Risks

<i>RISK METRIC</i>	<i>MAXIMUM RISK</i>	<i>SIGNIFICANCE THRESHOLD</i>	<i>IS THRESHOLD EXCEEDED?</i>
Residential Cancer Risk (70-year exposure)	7.0	20 per million	No
Workplace Cancer Risk (40-year exposure)	1.3	20 per million	No
Chronic (non-cancer)	<0.01	Hazard Index ≥1	No
Acute (non-cancer)	0	Hazard Index ≥1	No

SOURCES: AERMOD 11.2.0 (LAKES ENVIRONMENTAL SOFTWARE, 2023); AND HARP-2 AIR DISPERSION AND RISK TOOL.

The TAC emissions from the warehouse project result from the on-site and off-site truck travel, and on-site idling of diesel-fueled vehicles. The nearest sensitive receptors are those that surround the warehouse project site, to the southwest, west, east, and northeast.

Overall, the results show that residential 70-year cancer risk would remain below the threshold of 20 in a million at areas for residential receptors located near the warehouse

project site. The wind patterns in the area generally blow from the northwest to the southeast. The modeling results show that the residence with the highest risk is the residence located north of the warehouse project site along Manthey Road, at 12965 Manthey Road. However, it is very unlikely any individual would remain at the same location for 70 years; therefore, this result represents a conservative estimate. Figure 4 provides a visualization of the residential cancer risk isopleths surrounding the warehouse project site.

The results also show that 40-year workplace cancer risk would remain below the threshold of 20 in a million (the SJVPACD threshold) at the warehouse project site, with a maximum value measured at approximately 1.3 per million (at the location of maximum cancer risk), in the northeastern portion of the warehouse project site. Separately, chronic or long-term exposures and acute exposure to DPM can result in non-cancer health effects. Chronic and Acute Non-Cancer Hazards results show that the acute and chronic risk on and near the project site would remain below the hazard index of ≥ 1 . As described above, the proposed warehouse project would not generate significant emissions of toxic air contaminants and would not result in substantial pollutant concentrations.

The 2022 Lathrop General Plan EIR determined that implementation and full buildout of the General Plan could result in significant and unavoidable impacts associated with exposing sensitive receptors to substantial pollutant concentrations. The proposed warehouse project is consistent with the uses and non-residential development intensities analyzed in the 2022 General Plan EIR. As such, the warehouse project's cumulative contribution to this impact was accounted for in the General Plan EIR. The analysis contained in the project-specific HRA (Attachment G) demonstrates that the proposed project would not exceed any applicable thresholds of significance for pollutant concentrations. As such, the warehouse project would not result in a significant site-specific impact peculiar to the project or the site. This impact was adequately addressed in the EIR. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

It is further noted that the General Plan Action LU-5.d requires the implementation of best management practices (BMPs) for warehouse projects located within 1,000 feet of existing or planned residential uses or other sensitive receptors. Action LU-5.d includes several examples of the types of BMPs that may be appropriate on a project-by-project basis. This General Plan action, and the corresponding BMPs, were based on guidance provided by the California Attorney General Office's publication: *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*. The proposed warehouse project has implemented the recommendations and BMPs noted in Action LU-5.d, including ample setbacks and vegetative buffers,

adequate onsite parking to prevent truck idling on public streets, orienting truck ingress/egress points away from sensitive receptors, screening dock doors from sensitive receptors, and integrating clear signage for truck routes and ingress/egress routes.

While the General Plan EIR determined that full buildout of the Lathrop General Plan could lead to significant and unavoidable impacts associated with exposure of sensitive receptors to substantial pollutant concentrations, the proposed warehouse project has implemented all of the required best practices to reduce this potential project-level impact to a less than significant level, as explained in greater detail above.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

The proposed CLSP Phase 2 amendments and municipal and zoning amendments are intended to provide consistency with the General Plan. As such, the CLSP-2 Amendment and Zoning Code Update are consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased impacts beyond those that were already addressed in the General Plan EIR. No additional development is proposed, or would be approved at this time. Any future projects proposed within the CLSP Phase 2 Project area would be reviewed for project-specific air toxics health impacts and individual project health risk assessments would be conducted for individual projects that have the potential to generate a significant level of TACs.

The General Plan EIR determined that this impact was significant and unavoidable. The proposed CLSP Phase 2 Project and Zoning Update would not result in a new or substantially more severe impact than what was previously analyzed.

Response d): Adequately addressed in General Plan EIR. Offensive odors rarely cause any physical harm; however, they still can be very unpleasant, leading to considerable distress among the public, and often generate citizen complaints to local governments and regulatory agencies. Major sources of odor-related complaints by the general public commonly include wastewater treatment facilities, landfill disposal facilities, food processing facilities, agricultural activities, and various industrial activities (e.g., petroleum refineries, chemical and fiberglass manufacturing, painting/coating operations, landfills, and transfer stations).

According to the CARB Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. None of the three project components propose any of the aforementioned uses.

WAREHOUSE SITE

The proposed warehouse project consists of the development of a warehouse building with a footprint of approximately 1,486,607 square feet. Warehouse uses do not typically involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The Project would not include any of the land uses that have been identified by the SJVAPCD as odor sources and operational impacts would be less than significant.

Construction activities associated with the warehouse project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon completion of the warehouse project. In addition, the Project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The Project would also be required to comply with the all applicable SJVAPCD Rule and regulations pertaining odors. Any impacts to existing adjacent land uses would be short-term and are less than significant. Compliance with these rules would ensure that potential odors generated at the project site result in a less than significant impact.

The Lathrop General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed warehouse project would not result in a new or substantially more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

The proposed CLSP Phase 2 amendments and municipal and zoning amendments are intended to provide consistency with the General Plan. As such, the CLSP Phase 2 amendment and zoning update projects are consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or substantially more severe impacts beyond those that were already addressed in the General Plan EIR. No additional development is proposed, or would be approved at this time. Any future projects proposed within the Phase 2 Project area would be reviewed for individual project-specific odor impacts.

The General Plan EIR determined that this impact was less than significant. The proposed CLSP Phase 2 amendments and municipal and zoning amendments would not result in a new or substantially more severe impact than what was previously analyzed.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a: Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

Olberding Environmental, Inc. conducted a field reconnaissance survey of the warehouse project site on May 5, 2021, for the purpose of identifying sensitive plant and wildlife species, sensitive habitats, and biological constraints potentially occurring on the warehouse property. The technical report is available in Attachment A.

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database, California Natural Diversity Database (CNDDDB), and California Native Plant Society (CNPS) database were queried to create a list of special-status species with the potential to occur on the Property (Attachment 2, Table 2). After the May 5, 2021 site visit it was determined that many of these species had no potential to occur on the warehouse site. A total of nine species were determined to have a low to high potential of occurring on the warehouse site and are discussed in more detail. Due to the largely un-vegetated, ruderal/disturbed annual grassland habitat found on the Property, and the history of soil disturbance, it was determined that there is no potential for any special-status plants to be found on the warehouse site.

An elderberry shrub (*Sambucus* sp.) was identified along the western fence line of the warehouse site. Elderberry is the host plant of the Valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*). If the plant can be maintained on the warehouse site, then a 20 foot setback buffer will need to be established around its dripline. If the plant cannot be maintained on the warehouse site, then VELB exit hole surveys will need to be conducted as outlined in the USFWS protocol (USFWS 2017). Whether or not exit holes are identified will determine the required mitigation measures necessary under the SJMSCP (SJCOG 2000).

A total of two special-status reptile species were identified to have a low potential to occur on the warehouse project site. The California glossy snake (*Arizona elegans occidentalis*) and the San Joaquin coachwhip (*Masticophis flagellum*) may occur in a foraging capacity. While both species prefer the dry, open habitat found on the warehouse site for hunting, the regular disturbance of the site diminishes the potential for the species to utilize the warehouse site. Pre-construction surveys should be performed no more than 48 hours prior to ground disturbance or vegetation removal. Surveys would be required to determine presence/absence of these species.

A total of four special-status bird species were identified to potentially occur on the warehouse site in either a nesting or foraging capacity. The burrowing owl (*Athene cunicularia*) has a low potential to occur in a nesting and foraging capacity. The loggerhead shrike (*Lanius ludovicianus*) has a low potential to occur in a foraging capacity only; there is no potential nesting habitat on the warehouse project site. Both the Swainson's hawk (*Buteo swainsoni*) and white-tailed kite (*Elanus leucurus*) were observed foraging on the warehouse site during the May 5, 2021 survey. The Swainson's hawk was observed using a nest immediately adjacent to the Property, across Dos Reis Road. Additionally, two red-tailed hawks (*Buteo jamaicensis*) were observed foraging on the warehouse site during the May 2021 survey. If project construction-related activities such as tree and vegetation removal or grading take place during the nesting season (February through August), preconstruction surveys for nesting passerine birds and raptors are recommended.

No sign of bat use was observed on the warehouse site during the May 2021 survey; however, based on habitat suitability, it was determined that bats have a moderate potential to utilize the site in a foraging capacity. These bat species include pallid bat (*Antrozous pallidus*) and western mastiff bat (*Eumops perotis californicus*). As there is no potential roosting habitat on the warehouse site, no further action needs to be taken.

Four occurrences of special-status plants were identified within a five-mile radius of the point roughly representing the center of the warehouse site (Attachment A). However, it was determined that due to the regular disturbance of habitat present on the site, it is unlikely that any special-status plants will occur on the warehouse site.

Special-status Plants

It was determined that there is no potential for any special status plants to occur on the warehouse site. Due to the ruderal nature of the habitat, the lack of any wetland features, and the long history of regular tilling of the soils, there is no suitable habitat for any special-status plants to occur on the warehouse site. Review of historic CNDDDB records and the site visit conclude that there is no potential for any special-status plants to occur on the warehouse site.

Special-status Wildlife

Special-Status Invertebrates – Given the vegetation that was identified on the warehouse site; VELB has a moderate potential to occur on the warehouse site. A moderately sized, healthy elderberry shrub (host plant for the species) was identified on the western fence line of the warehouse site (Attachment A Figure 11). Additionally, there is one CNDDDB occurrence of this species (#158) located approximately 4.4 miles northwest the warehouse site. The presence of the elderberry shrub on the warehouse site in addition to the recent CNDDDB occurrence within five miles create the potential for VELB to occur on the warehouse site.

Special-Status Amphibians

Due to the lack of any wetland or water features on the warehouse site, there is no potential for any amphibians to occur on the warehouse site.

Special-Status Reptiles

Given the presence of suitable onsite habitat; the California glossy snake and San Joaquin coachwhip have a low potential to occur on the warehouse site. While the warehouse site does provide open, dry habitat for hunting with plenty of mammal burrows, the regular disturbance of the soil would likely preclude the California glossy snake from utilizing the warehouse site for reproduction. Also, while the warehouse site does fall within the range for the San Joaquin coachwhip, all nearby CNDDDB occurrences are found at

approximately 300 feet in elevation or higher, with the nearest occurrence in the Valley floor occurring nearly 100 miles south of the warehouse site. For this reason, the San Joaquin coachwhip has only a low potential to occur on the warehouse site.

Foraging or Nesting Raptor/Passerine Species

A total of four special-status bird species were identified as having a potential to occur on the warehouse site, burrowing owl, Swainson's hawk, loggerhead shrike, and white-tailed kite. There are numerous ground squirrel and other mammal burrows among several raised berm areas on the warehouse site that could serve as burrows for burrowing owl. However, during the May 2021 survey there were no signs of any burrowing owls among these areas. During the survey, a Swainson's hawk was observed using a nest approximately 20 feet from the warehouse site, across Dos Reis Road. Due to the presence of the active Swainson's hawk nest among this small group of trees, it is unlikely that any other raptor or passerine species would nest in this immediate vicinity, and there are no other potential nesting locations on or immediately adjacent to the warehouse site. However, two red-tailed hawks and a white-tailed kite were observed foraging over the warehouse site, and it provides potential foraging habitat for the loggerhead shrike as well as other raptor species. A CNDDDB occurrence of yellow-headed blackbird (*Xanthocephalus xanthocephalus*) (Occurrence #5) intersects with the warehouse site, but it was determined that there is no potential habitat for the species on the warehouse site.

Special-Status Mammals

Given the presence of suitable onsite habitat; the pallid bat and western mastiff bat have a moderate potential to occur on the warehouse site in a foraging capacity. However, due to the lack of any trees or other large structures on the site, there is no potential for any roosting habitat. While the western mastiff bat is a Covered Species under the SJMSCP (SJCOG 2000), all incidental take minimization and mitigation measures involve nursery sites, which are not located on the warehouse site. Therefore, no take authorizations will be needed for these species.

The 2022 Lathrop General Plan includes the following policies and actions to reduce impacts to special status species:

RR-4b: Require new development, infrastructure, long-range planning, and similar projects, to comply with the requirements of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to ensure that potentially significant impacts to special-status species and sensitive resources are adequately addressed.

RR-4e: Where sensitive biological habitats have been identified on or immediately adjacent to a project site, the project shall include appropriate mitigation

measures identified by *SJMSCP*, which may include, but are not limited to the following:

- A. Pre-construction surveys for species listed under the State or Federal Endangered Species Acts, or species identified as special-status by the resource agencies, shall be conducted by a qualified biologist;
- B. Construction barrier fencing shall be installed around sensitive resources and areas identified for avoidance or protection, and to reduce potential soil compaction in sensitive areas; and
- C. Pre-Construction training of contractors and sub-contractors shall be conducted by a qualified biologist to identify and avoid protected species and habitat.

Additionally, the following recommendations have been identified and are included in the Biological Resources Analysis Report (Attachment A):

- VELB Buffer and/or Survey – VELB is a species covered by the *SJMSCP* (SJCOG 2000), and the incidental take minimization and mitigation measures outlined in the document are as follows:

“In areas with elderberry bushes, as indicated by the *SJMSCP* Vegetation Maps or per a preconstruction survey identification or other sources indicated in Section 5.2.2.3, the following shall occur:

- A. If elderberry shrubs are present on the project site, a setback of 20 feet from the dripline of each elderberry bush shall be established.
- B. Brightly colored flags or fencing shall be placed surrounding elderberry shrubs throughout the construction process.
- C. For all shrubs without evidence of VELB exit holes which cannot be retained on the project site as described in A and B, above, the JPA shall, during preconstruction surveys, count all stems of 1" or greater in diameter at ground level. Compensation for removal of these stems shall be provided by the JPA within *SJMSCP* Preserves as provided in *SJMSCP* Section 5.5.4(B).
- D. For all shrubs with evidence of VELB exit holes, the JPA shall undertake transplanting of elderberry shrubs displaying evidence of VELB occupation to VELB mitigation sites during the dormant period for elderberry shrubs (November 1 - February 15). For elderberry shrubs displaying evidence of VELB occupation which cannot be transplanted, compensation for removal of shrubs shall be as provided in *SJMSCP* Section 5.5.4 (C).”

If the elderberry shrub can be maintained on the project site, then a 20 ft. setback will need to be established around the shrub (See Figure 11). If the shrub cannot be maintained on the project site, then VELB exit hole surveys consistent with the USFWS protocol (USFWS 2017) will be performed prior to any ground disturbance. Depending on the results of this survey, either mitigation measure C or D above will be used.

- Pre-construction Reptile Survey – Both California glossy snake and San Joaquin coachwhip have a low potential to occur on the Property and therefore a pre-construction survey should be performed no more than 48 hours prior to ground disturbance or vegetation removal. Surveys would be required to determine presence/absence of this species. If the species are found to occur on the project site, then passive relocation methods should be attempted before ground disturbance.
- Pre-Construction Avian Survey – If project construction-related activities would take place during the nesting season (February through August), preconstruction surveys for nesting passerine birds and raptors (birds of prey) in large trees adjacent to the project site should be conducted by a competent biologist 14 days prior to the commencement of the tree removal or site grading activities. Specific attention should be paid to the active Swainson’s hawk nest that was identified across Dos Reis Road from the project site. As per the Incidental Take Minimization Measures for Swainson’s hawk that are outlined in Section 5.2.4.11 of the SJMSCP (SJCOG 2000):

“If a nest tree becomes occupied during construction activities, then all construction activities shall remain a distance of two times the dripline of the tree, measured from the nest.”

The dripline for the tree where the Swainson’s hawk nest was observed is estimated to be 25 feet, making the required buffer for this nest 50 feet. The nest location and buffer are shown in Figure 11.

If any other birds listed under the Migratory Bird Treaty Act are found to be nesting within the project site or within the area of influence, an adequate protective buffer zone should be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 50 feet from the project activities for passerine birds, and a minimum of 250 feet for other raptors. The distance shall be determined by a competent biologist based on the site conditions (topography, if the nest is in a line of sight of the construction and the sensitivity of the birds nesting). The nest site(s) shall be monitored by a competent biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. Once the young have fledged and are

flying well enough to avoid project construction zones (typically by August), the project can proceed without further regard to the nest site(s).

- Burrowing Owl Surveys – Burrowing owls were not identified on the project site during May 2021 survey. However, a burrowing owl pre-construction survey should take place before any construction activities commence. It is recommended that they be conducted whenever burrowing owl habitat or sign is encountered on or adjacent to (within 150 meters) a project site. Occupancy of burrowing owl habitat is confirmed at a site when at least one burrowing owl or its sign at or near a burrow entrance is observed within the last three years. If a burrowing owl or sign is present on the project site three additional protocol level surveys will be initiated. As per the incidental take minimization and mitigation measures outlined in the SJMSCO (SJCOG 2000): If burrowing owls are identified and work is to commence during the non-breeding season (September 1 through January 31), then the owls should be evicted from the project site by passive relocation as described in the CDFW’s report on burrowing owls (1995). If work occurs during the breeding season (February 1 through August 31) then the burrows shall not be disturbed and will be provided with a 75-meter protective buffer. However, if it is determined that the birds have not begun laying eggs, or the juveniles from the occupied burrows are foraging independently and are capable of independent survival, then the burrows can be destroyed.
- Erosion Control – Grading and excavation activities could expose soil to increased rates of erosion during construction periods. During construction, runoff from the warehouse site could adversely surrounding habitats and cause increased particulate matter to enter the storm drain system. Implementation of appropriate mitigation measures would ensure that impacts to aquatic systems would be avoided or minimized. Mitigation measures may include best management practices (BMP’s) such as hay bales, silt fencing, placement of straw mulch and hydro seeding of exposed soils after construction as identified in the Storm Water Pollution Prevention Plan (SWPPP).

The warehouse project will be required to comply with the 2022 Lathrop General Plan and adopted Federal, State, and local regulations for the protection of special-status plants and animals, including habitat. The 2022 Lathrop General Plan includes policies and actions intended to protect special-status plants and animals, including habitat, from adverse effects associated with future development and improvement projects. Additionally, per Project Requirement Bio-2, the development project would be subject to the mitigation recommendations included within Biological Resources Analysis Report (Attachment A) as (listed above), and those set forth by Project Requirement Bio-1 which ensures the project proponent seeks coverage under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) to mitigate for habitat

impacts to covered special status species. The 2022 General Plan EIR determined that cumulative impacts to biological resources would be less than significant.

As such, the proposed warehouse project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased impacts associated with biological resources, beyond those that were already addressed in the 2022 Lathrop General Plan EIR. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

Project Requirement(s)

Requirement BIO-1: *Compliance with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP)*

Requirement BIO-2: *Compliance with the mitigation recommendations included within Biological Resources Analysis Report (Attachment A).*

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional developments are proposed or would be approved as part of the CLSP-2 amendments and Zoning Update that are required to bring these into consistency with the General Plan.

All future development projects will be required to comply with the 2022 Lathrop General Plan and adopted Federal, State, and local regulations for the protection of special-status plants and animals, including habitat. The 2022 Lathrop General Plan includes policies and actions intended to protect special-status plants and animals, including habitat, from adverse effects associated with future development and improvement projects. Additionally, future projects would be required to comply with SJMSCP to mitigate for habitat impacts to covered special status species. As future development applications are received the City will review and analyze each for consistency with the General Plan and local habitat conservation plans as well as State and Federal requirements as described previously, and would also be reviewed at the time of application for potential site specific impacts.

As such, the proposed CLSP-2 amendments and Zoning Update are consistent with the adopted vision and uses identified within the 2022 Lathrop General Plan, and would not result in any new or increased impacts associated with biological resources, beyond those that were already addressed in the General Plan EIR. The CLSP-2 amendments and Zoning Update would not result in a new or substantially more severe impact than what was previously analyzed in the 2022 General Plan EIR.

Response b), c): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

Riparian natural communities support woody vegetation found along rivers, creeks and streams. Riparian habitat can range from a dense thicket of shrubs to a closed canopy of large mature trees covered by vines. Riparian systems are considered one of the most important natural resources. While small in total area when compared to the state's size, they provide a special value for wildlife habitat.

Results of the initial reconnaissance survey indicate that the warehouse project site does not contain any wetlands/waters that might be considered jurisdictional by the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), and/or the California Department of Fish and Wildlife (CDFW). Prior to completing the site survey for this report, site maps, topographic maps, and aerial photographs of the warehouse project site were obtained from several sources and reviewed. This information was used in association with the site visit to determine that there was no evidence of any wetland or water features. It is likely that the high sand content of the soil and regular tilling of the warehouse project site would facilitate in water draining quickly from the site.

As shown in (Attachment A Figure 7), the warehouse project site is located within the critical habitat unit V01 for Delta smelt (*Hypomesus transpacificus*). Critical habitat was established for this species on December 19, 1994 (Federal Register 59 No. 242, pp. 65256-65279). As there are no wetlands or waters located on the warehouse project site, the site does not meet primary constituent elements to support critical habitat. Consequently, there will be no impact to the designated critical habitat.

The proposed warehouse project is consistent with the adopted vision and uses identified within the 2022 Lathrop General Plan, and would not result in any new or increased impacts associated with riparian resources.

The General Plan EIR determined that this impact was less than significant. This impact to biological resources was adequately addressed in the EIR, because there is no wetland or riparian habitat present on the warehouse project site. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed in the 2022 General Plan.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional developments are proposed or would be approved as part of the updates to the CLSP and municipal code that are required to bring these into consistency with the General Plan.

All future development projects will be required to comply with the City's General Plan and adopted Federal, State, and local regulations for the protection of special-status plants and habitat as well as waters of the U.S and wetlands. The City of Lathrop General Plan includes policies and actions intended to protect wetlands and riparian areas and habitats, from adverse effects associated with future development and improvement projects. Additionally, future projects would be required to comply with the SJMSCP to mitigate for habitat impacts. As future development applications are received the City will review and analyze each for consistency with the General Plan and local habitat conservation plans as well as State and Federal requirements as described previously, and would also be reviewed at the time of application for potential site specific impacts.

As such, the proposed project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased impacts associated with riparian and wetland resources, beyond those that were already addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Response d): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

The Biological Resources Analysis Report (Attachment A) included a CNDDDB record search that did not reveal any documented wildlife corridors or wildlife nursery sites on or adjacent to warehouse site.

The proposed warehouse project is consistent with the adopted vision and uses identified within the 2022 Lathrop General Plan, and would not result in any new or increased impacts associated with biological resources, beyond those that were already addressed in the 2022 Lathrop General Plan EIR.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional developments are proposed or would be approved as part of the updates to the CLSP and municipal code that are required to bring these into consistency with the General Plan.

All future development projects will be required to comply with the City's General Plan and adopted Federal, State, and local regulations for the protection of special-status plants and animals, and habitats. The City of Lathrop General Plan includes policies and actions intended to protect species and habitats from adverse effects associated with

future development and improvement projects. Additionally, future projects would be required to comply with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) to mitigate for habitat impacts. As future development applications are received the City will review and analyze each for consistency with the General Plan and local habitat conservation plans as well as State and Federal requirements as described previously, and would also be reviewed at the time of application for potential site specific impacts.

As such, the proposed CLSP phase 2 amendments and zoning code amendments project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased impacts associated with riparian and wetland resources, beyond those that were already addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Response e): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

The warehouse site is within the boundaries of the SJMSCP. The plan was developed to provide a strategy for balancing the protection of Open Space and wildlife with the protection of local landowners and agricultural practices. The SJMSCP, in accordance with ESA Section 10(a)(1)(B) and CESA Section 2081(b) Incidental Take Permits, provides compensation for the Conversion of Open Space to non-Open Space uses which affect the plant, fish and wildlife species covered by the SJMSCP. Species that are covered by the SJMSCP that have the potential to occur within the Property include VELB, Swainson's hawk, burrowing owl, and the western mastiff bat.

The proposed warehouse project would comply with the SJMSCP requirements regarding special-status species, land conversion, development fees as applicable, per *Requirement Bio-1*. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

The 2022 Lathrop General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional developments are proposed or would be approved as part of the updates to the CLSP and municipal code that are required to bring these into consistency with the General Plan.

All future development projects will be required to comply with the City’s General Plan and adopted Federal, State, and local regulations for the protection of special-status plants and animals, and habitats. The 2022 Lathrop General Plan includes policies and actions intended to protect species and habitats from adverse effects associated with future development and improvement projects. Additionally, future projects would be required to comply with the SJMSCP to mitigate for habitat and species impacts. As future development applications are received the City will review and analyze each for consistency with the General Plan and local habitat conservation plans as well as State and Federal requirements as described previously, and would also be reviewed at the time of application for potential site specific impacts.

As such, the proposed project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased impacts, beyond those that were already addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Response f): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

As described in Response a, e, above the warehouse project will be required to comply with the City’s General Plan and adopted Federal, State, and local regulations for the protection of special-status plants and animals, including habitat. Additionally, future development projects within the CLSP-2 Specific Plan Area would be subject to the requirements included within and set forth by the SJMSCP as further explained in the 2022 Lathrop General Plan EIR Biological Resources chapter. As such, the proposed project is consistent with the adopted vision and uses identified within the General Plan, and would be required to be in compliance with the SJMSCP, and would not result in any new or increased impacts beyond the impacts identified in the General Plan EIR.

The 2022 Lathrop General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional developments are proposed or would be approved as part of the updates to the CLSP and municipal code that are required to bring these into consistency with the General Plan.

All future development projects will be required to comply with the 2022 Lathrop General Plan and adopted Federal, State, and local regulations for the protection of special-status plants and animals, and habitats as explained in the Lathrop General Plan

EIR Biological Resources chapter. The City of Lathrop General Plan includes policies and actions intended to protect species and habitats from adverse effects associated with future development and improvement projects. Additionally, future projects would be required to comply with SJMSCP to mitigate for habitat impacts. As future development applications are received the City will review and analyze each for consistency with the General Plan and local habitat conservation plans as well as State and Federal requirements as described previously, and would also be reviewed at the time of application for potential site specific impacts.

As such, the proposed CLSP-2 amendment and zoning update projects are consistent with the adopted vision and uses identified within the 2022 Lathrop General Plan, and would not result in any new or increased impacts, beyond those that were already addressed in the General Plan EIR. The proposed project would not result in a new or substantially more severe biological resources impacts than what was previously analyzed.

V. CULTURAL RESOURCES -- WOULD THE PROJECT:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

As described in the General Plan EIR, 172 previously recorded archaeological sites (18 prehistoric sites and 154 historic archaeological sites) identified by the CCIC are located in the City of Lathrop. Among these sites are a Native American village, historic railroad sites, and a host of historic buildings. The Sharpe facility contains the greatest number of building sites. The Native American village site is associated with the San Joaquin River which supports the increased likelihood of additional Native American sites being adjacent to the river. None of the recorded sites noted above occur within the warehouse project site.

Past uses and activities at the warehouse project site have disturbed the land and soils, including agricultural uses and tilling activities. A records search of the California Historical Resources Information System (CHRIS) was completed in July of 2023 and the search revealed no known resources on the site. The General Plan EIR does not identify the warehouse site as having prehistoric period, or cultural resources. Furthermore, neither the site, nor any structures, are designated as a historical resource as defined by Public Resources Code § 21084.1, or listed in, or eligible for listing in the California Register of Historical Resources. There are no known human remains located on the warehouse site, nor is there evidence to suggest that human remains may be present on the project site. However, as with most projects in California that involve grading and other ground-disturbing activities, there is the potential for discovery of a previously unknown cultural and archeological, or cultural resource, or human remains.

The Lathrop General Plan includes policies and actions that both reduce impacts to and conserve cultural, historic, and archaeological resources. The warehouse project would be required to implement the following actions listed below:

- RR-3a: Require a cultural and archaeological survey prior to approval of any project which would require excavation in an area that is sensitive for cultural, tribal, or archaeological resources. If significant cultural, tribal, or archaeological resources, including historic and prehistoric resources, are identified, appropriate measures shall be implemented, such as documentation and conservation, to reduce adverse impacts to the resource. If resources are known or reasonably anticipated to be encountered during construction, the City shall require a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, and provide a treatment plan for potential resources that may be encountered.
- RR-3b: Require all new development, infrastructure, and other ground-disturbing projects to comply with the following conditions in the event of an inadvertent discovery of cultural resources or human remains:
- A. If construction or grading activities result in the discovery of significant historic or prehistoric archaeological artifacts or unique paleontological resources, all work within 100 feet of the discovery shall cease, the Community Development Director shall be notified, the resources shall be examined by a qualified archaeologist, paleontologist, or historian for appropriate protection and preservation measures; and work may only resume when appropriate protections are in place and have been approved by the Community Development Director; and
 - B. If human remains are discovered during any ground disturbing activity, work shall stop until the Community Development Director and the San Joaquin County Coroner have been contacted. If the human remains are determined to be of Native American origin, the Native American Heritage Commission and the most likely descendants shall be consulted; and work may only resume when appropriate measures have been taken and approved by the Community Development Director.

Project Requirement(s)

Requirement CUL-1: Implement General Plan Action: RR 3b

Given that the results of the above-referenced records search indicate that the warehouse project site is not sensitive for cultural, tribal, or archaeological resources, the project is not subject to the requirements of General Plan Action RR-3a.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

As described previously the General Plan EIR identified various cultural and historic resources within the City. The CLSP-2 Amendment and municipal code amendments do not directly propose any changes that would include adverse impacts to historic, archaeological, or cultural resources. Future developments within the CLSP Phase 2 project area may occur which could affect both known and yet to be identified historic

and archaeological resources. The Lathrop General Plan includes policies and actions that would both reduce impacts to and conserve cultural, historic, and archaeological resources. Implementation of the policies and actions listed below, combined with CEQA review requirements, would ensure that impacts to historic and archaeological resources are less than significant. As the City considers future development and infrastructure projects, each project will be evaluated to ensure conformance with the City's General Plan, Municipal Code, and applicable State and local regulations. Development and infrastructure projects would also be analyzed individually for potential environmental impacts as required by CEQA.

All future development within the CLSP Phase 2 Project area would be subject to all relevant General Plan policies and actions that provide protections for cultural, historical, and tribal resources, including General Plan Actions RR 3A and RR 3B. As future developments are proposed within the CLSP Phase 2 area they would be developed under a Limited Industrial use category (consistent with the General Plan), and would be required to be analyzed for site specific impacts consistent with their project descriptions and site plans. Future projects would be required to be reviewed in compliance with the General Plan and municipal code requirements and the California Environmental Quality Act (CEQA). No additional development is proposed or would be approved at this time. The proposed CLSP-2 Amendment and municipal code amendments are consistent with the land uses and vision described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur.

VI. ENERGY

<i>Would the project:</i>	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Responses to Checklist Questions

Responses a), b): Adequately addressed in the General Plan EIR.

Appendix G of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to Appendix G of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed project would be considered “wasteful, inefficient, and unnecessary” if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

As most recently amended by SB 100 (2018), California’s Renewables Portfolio Standard requires retail sellers of electric services and local publicly-owned electric utilities to increase procurement from eligible renewable energy resources to 50 percent of total retail sales by 2026, and 60 percent of total retail sales by 2030. SB 100 also established a State policy goal to achieve 100 percent renewables by 2045.

In March 2021, CEC, the California Public Utilities Commission (CPUC) and CARB released a joint-agency report evaluating the current feasibility of achieving the energy resource and GHG reductions goals of SB 100. The report finds that SB 100 is technically feasible when analyzed under scenarios of varying timelines, advancements in energy generation technology, and energy source portfolios. Under the SB 100 Core Scenario, it is anticipated that California will need to triple its current electricity power capacity.

Title 24, Part 6 of the California Code of Regulations regulates the design of building shells and building components. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

The CEC's 2022 Building Energy Efficiency Standards (2022 Building Standards), which became effective January 1, 2023, are the currently applicable version of these standards. In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24), commonly referred to as CalGreen Building Standard (CalGreen), establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. Like Part 6 of Title 24, the CalGreen standards are periodically updated, with increasing energy savings and efficiencies associated with each code update.

The new 2022 Energy Code improves upon the 2019 standards for construction of residential and non-residential buildings. The CEC periodically amends and enforces Appliance Efficiency Regulations contained in Title 20 of the California Code of Regulations. The regulations establish water and energy efficiency standards for both federally-regulated appliances and non-federally regulated appliances. The regulations cover numerous categories of appliances (e.g., refrigerators; plumbing fixtures; dishwashers; clothes washer and dryers; televisions) and apply to appliances offered for sale in California.

Conclusion

WAREHOUSE SITE

The proposed warehouse project includes the construction of a limited industrial warehouse facility and associated infrastructure improvements to serve the project. Other sources of proposed project energy consumption during construction include fuel used by vehicle trips generated during project construction, and fuel used by off-road construction vehicles during construction activities.

The proposed warehouse project would use energy resources for the operation of project buildings (electricity and natural gas), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the proposed project, and from off-road construction activities associated with the proposed project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The proposed warehouse project would be responsible for conserving energy, to the extent feasible, and relies heavily on reducing

per capita energy consumption to achieve this goal, including through Statewide and local measures.

The proposed warehouse project would be in compliance with all applicable Federal, State, and local regulations regulating energy usage. Project-related electricity use results in indirect emissions, due to electricity generation activities occurring at off-site power plant locations. For the warehouse project, electrical power will be supplied by PG&E. PG&E is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards (“part 6”), would be applicable to the proposed project. Other Statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time. As a result, the proposed warehouse project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the project including construction, operations, maintenance, and/or removal. PG&E, the electricity and natural gas provider to the site, maintains sufficient capacity to serve the proposed project. The proposed warehouse project would comply with all adopted energy standards, including those adopted by the City of Lathrop, and would not result in significant adverse impacts on energy resources. For these reasons, the proposed warehouse would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources nor cause a significant impact on any of the threshold as described by Appendix G of the CEQA Guidelines.

The proposed warehouse project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased energy-related impacts beyond those that were already addressed in the General Plan EIR.

The EIR determined that this impact was less than significant. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

The proposed CLSP Phase 2 amendments and Zoning Update are intended to provide consistency with the General Plan. As such, the CLSP Phase 2 amendments and Zoning Update are consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased impacts beyond those that were already addressed in the General Plan EIR. No additional development is proposed, or

would be approved at this time. Any future projects proposed within the CLSP-2 Amendments area, or citywide within the Zoning Map, would be reviewed for Project specific energy requirements including compliance with applicable standards such as the California Building Code as well as other local and state energy requirements.

The EIR determined that this impact was less than significant. The proposed project would not result in a new or more severe impact than what was previously analyzed.

VII. GEOLOGY AND SOILS - WOULD THE PROJECT:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

BACKGROUND

Information included in the section is further detailed in Attachment B. Preliminary Geotechnical Engineering Report. Prepared by: Terracon Consultants, Inc. August 16, 2021.

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i), a.ii), a.iii: Adequately addressed in the General Plan EIR.

There are no known active or potentially active faults, or Alquist-Priolo Earthquake Fault Zones, located within the City of Lathrop. However, there are numerous faults located in the region. The General Plan EIR Figure 3.6-2 illustrates the location of these faults. These include an unnamed fault east of the City of Tracy, the San Joaquin fault, the Midway fault, the Corral Hollow-Carnegie fault, the Greenville fault, the Antioch fault, and the Los Positas fault. Rupture of any of these faults, or of an unknown fault in the region, could cause seismic ground shaking.

While there are no known active faults located within Lathrop, the City, and areas within it, could experience ground shaking generated by faults outside Lathrop.

All projects would be required to comply with the provisions of the CBSC, which requires development projects to: perform geotechnical investigations in accordance with State law, engineer improvements to address potential seismic and ground failure issues and use earthquake-resistant construction techniques to address potential earthquake loads when constructing buildings and improvements. As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the CBSC, General Plan, Zoning Ordinance, and other regulations. Subsequent development and infrastructure would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan includes policies and actions to address potential impacts associated with seismic activity.

Additionally, a Preliminary Geotechnical Engineering Report has been prepared for the proposed warehouse project. The report identifies several geotechnical conditions that could impact design, construction and performance of the proposed structures, pavements, and other site improvements. These conditions will require particular attention in project planning, design and during construction and are discussed briefly below and are included in greater detail in the Preliminary Geotechnical Engineering Report (Attachment B).

Liquefaction Susceptibility

As described in the Geotechnical Report a liquefaction analysis has been completed as part of the Geotechnical evaluation. Based on review of the calculations, the anticipated potential total liquefaction-induced settlement across the warehouse site varies from about 1 to 1½ inches. The Geotechnical Engineering Report estimates the differential liquefaction-induced settlement may be up to ¾ of an inch over 50 feet. With regards to the potential for lateral spreading, it is noted that the warehouse site and surrounding

area in the CLSP-2 Amendment area is relatively level. Given the relative flatness of the local topography and the variability in the layering of the soil lithology, the potential for lateral spreading to affect the warehouse site is low.

Low Strength Soils

Loose granular soils were encountered at anticipated foundation bearing depths at this site. These materials present a risk for potential settlement of shallow foundations, floor slabs, pavements and other surficial improvements. These materials can also be susceptible to disturbance and loss of strength under repeated construction traffic loads and unstable conditions could develop.

Existing, Undocumented Fill Piles

As described in the Geotechnical Report, existing undocumented fill piles were observed in several locations across the warehouse site. Information regarding the source of the fill was unavailable. Undocumented fill can present a greater than normal risk of post-construction movement of foundations, slabs, pavements and other site improvements supported on or above these materials. Consequently, the Geotechnical Evaluation recommended that the existing fill piles be removed from the warehouse site or if re-used, should be evaluated by Terracon prior to construction.

Preliminary Foundation and Floor System Recommendations

As described in the Geotechnical Report loose granular soils were encountered at anticipated shallow foundation bearing depths. Due to the variable relative density of the near surface soils within the proposed building areas on the warehouse site, the foundations for the buildings should be supported on a minimum 2 feet of engineered fill in order to provide uniform support for the structure. Given the shallow groundwater, the engineered fill may be substituted with a minimum of 2 sack cement grout slurry mix or soil-cement stabilization. Additional site preparation recommendations, including subgrade improvement and fill placement, are provided in the Geotechnical Report (Attachment B).

Conclusion

As described in the Geotechnical Evaluation, based on subsurface conditions encountered in the borings, the site appears suitable for the proposed construction from a geotechnical point of view provided certain precautions and design and construction recommendations described in the Geotechnical Evaluation report are followed. The Report has identified several geotechnical conditions that could impact design, construction and performance of the proposed structures, pavements, and other site improvements. These included existing, undocumented fill, shallow groundwater,

expansive soils, and loose granular soils. These conditions will require particular attention in project planning, design and during construction.

The General Plan policies and project review requirements require geotechnical investigations to be completed prior to approval of any buildings as a means to ensure that these facilities are constructed in a way that mitigates site-specific seismic and/or geological hazards. As described previously, a geotechnical study has been prepared to explore, assess, and recommend site planning requirements to address seismic safety issues and provide adequate recommendations for potential hazards identified. With the implementation of the recommendations required by the geotechnical study, as well as applicable State and City codes, potential impacts associated with a seismic event, including rupture of an earthquake fault, seismic ground shaking, and liquefaction would be less than significant.

The EIR determined that this impact was less than significant for the warehouse project. This impact was adequately addressed in the EIR based on the further project analysis contained in the Geotechnical Report. The proposed warehouse project would not result in a new or more severe impacts than what was previously analyzed in the General Plan EIR.

Project Requirement(s)

Requirement GEO-1: Implement recommendations presented in the Preliminary Geotechnical Engineering Report. Prepared by: Terracon Consultants, Inc. during the project design and construction.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

All projects developed pursuant to the CLSP Phase 2 Amendment and Municipal Code Update would be required to comply with the provisions of the CBSC, which requires development projects to: perform geotechnical investigations in accordance with State law, engineer improvements to address potential seismic and ground failure issues and use earthquake-resistant construction techniques to address potential earthquake loads when constructing buildings and improvements. As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the CBSC, General Plan, Zoning Ordinance, and other regulations. Subsequent development and infrastructure would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan includes policies and actions to address potential impacts associated with seismic activity.

The EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR in Chapter 3.6. The proposed CLSP Phase 2 Amendment

and Municipal Code Update would not result in a new or substantially more severe geotechnical impacts than what was previously analyzed.

Response a.iv): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

The warehouse site is essentially flat and there are no major slopes in the vicinity of the project site. As such, the warehouse site is exposed to little or no risk associated with landslides.

The EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR as demonstrated in Appendix B. The proposed warehouse project would not result in a new or more severe impact than the geotechnical impacts that were previously analyzed in the General Plan EIR.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

As described in the General Plan EIR the entirety of Lathrop, including the CLSP 2 Area, is essentially flat; therefore, the potential for a landslides is low. Future development and improvement projects would be required to have a specific geotechnical study prepared and incorporated into the improvement design, consistent with the requirements of the State and City codes. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan includes policies and actions to ensure that development projects address potential geologic hazards, at-risk buildings and infrastructure is evaluated for potential risks, and site-specific studies are completed for area subject to liquefaction.

The EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR for the CLSP Phase 2 Amendment and Municipal Code Update in Chapter 3.6. The proposed project would not result in a new or more severe impact than what was previously analyzed in the General Plan EIR.

Response b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

Construction and site preparation activities associated with development of the warehouse site include grading for the construction of the proposed project. During the construction preparation process, existing vegetation would be removed to grade and compact the warehouse site, as necessary. As construction occurs, these exposed surfaces could be susceptible to erosion from wind and water. Effects from erosion include impacts on water quality and air quality. Exposed soils that are not properly contained or capped increase the potential for increased airborne dust and increased discharge of sediment and other pollutants into nearby stormwater drainage facilities. Risks

associated with erosive surface soils can be reduced by using appropriate controls during construction and properly revegetating exposed areas. Project Requirement HYDRO 1 would require the implementation of a storm water pollution prevention plan (SWPPP) which includes various best management practices (BMPs) that would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction activities.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR in Chapter 3.6. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

As evaluated in the General Plan EIR, as future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the CBSC, General Plan, Zoning Ordinance, and other regulations. In addition to compliance with City standards and policies, the Regional Water Quality Control Board will require a project specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each project that disturbs an area of one acre or larger. The SWPPPs will include project specific best management measures that are designed to control drainage and erosion. The General Plan includes a range of policies and actions related to minimizing discharge of materials (including eroded soils) into the storm drain system, which would minimize the potential impacts related to erosion or the loss of topsoil. With the implementation of the policies and actions in the General Plan, as well as applicable State and City requirements, potential impacts associated with erosion and loss of topsoil would be less than significant.

No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and municipal code amendments. These plans are being updated for consistency with the Lathrop General Plan and its vision for land uses within the Phase 2 Project area. Additionally, all future projects within the Phase 2 Plan area would be subject to the General Plan requirements for site specific studies, and policies and actions that limit erosion.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed CLSP Phase 2 Amendment and Municipal Code Update project would not result in a new or more severe impact than what was previously analyzed in the General Plan EIR.

Responses c), d): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

Expansive Soils

Expansive soils are present on the warehouse site at depths of approximately 8 feet and below. These soils are unlikely to experience a change in moisture due to site development given the depth encountered and presence of shallow groundwater. However, the Geotechnical Report (Attachment B) provides recommendations to mitigate the effects of soil shrinkage and expansion. Even if these procedures are followed, some movement and cracking in the structures, pavements, and flatwork is possible. The severity of cracking and other damage such as uneven floor slabs and flat work will probably increase if modification of the site results in excessive wetting or drying of the expansive clays. Eliminating the risk of movement and cosmetic distress is generally not feasible, but it may be possible to further reduce the risk of movement if significantly more expensive measures are used during construction. The warehouse project will implement the recommendations described in section Grading and Drainage section of the Earthwork section of this report (Attachment B) in order to reduce potential movement.

Low Strength Soils

Loose granular soils were encountered at anticipated foundation bearing depths at the warehouse site. These materials present a risk for potential settlement of shallow foundations, floor slabs, pavements and other surficial improvements. These materials can also be susceptible to disturbance and loss of strength under repeated construction traffic loads and unstable conditions could develop.

Lateral spreading

Based on the geotechnical consultant's review of the calculations, the anticipated potential total liquefaction-induced settlement across the warehouse site varies from about 1 to 1½ inches. The geotechnical consultant estimates the differential liquefaction-induced settlement may be up to ¾ of an inch over 50 feet. With regards to the potential for lateral spreading, the site and surrounding area is relatively level. Given the relative flatness of the local topography and the variability in the layering of the soil lithology, it is our opinion that the potential for lateral spreading to affect this site is low.

The geotechnical report identifies recommendations for expansive soils and low strength soils and other site specific geologic conditions and include measures to stabilize soils. Requirement GEO-1 requires the recommendations presented in the geotechnical report

to be incorporated into the project design and construction. Final techniques would be determined during construction in consultation with Terracon Consultants. The project is subject to all requirements of the California Building Code Title 24, Part 2, Chapter 18, Section 1803.1.1.2 requires specific geotechnical evaluation when a preliminary geotechnical evaluation determines that expansive or other special soil conditions are present, which, if not corrected, would lead to structural defects. As noted above, a geotechnical report has been prepared for the project site, and the warehouse project would adhere to the engineering requirements contained in the geotechnical report.

The EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR based on the further site specific evaluation contained in Appendix B. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed in the General Plan EIR.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and municipal code amendments. These documents are being updated for consistency with the Lathrop General Plan and its vision for land uses within the CLSP Phase 2 Project area. Additionally, all future projects within the Phase 2 Plan area would be subject to the General Plan requirements for site specific reviews. All future projects would be required to comply with the provisions of the CBSC, which requires development projects to: perform geotechnical investigations in accordance with State law, engineer improvements to address potential seismic and ground failure issues and use earthquake-resistant construction techniques to address potential earthquake loads when constructing buildings and improvements. As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the CBSC, General Plan, Zoning Ordinance, and other regulations. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan includes policies and actions to address potential impacts associated with seismic activity.

The EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed CLSP Phase 2 Amendment and Municipal Code Update project would not result in a new or more severe impact than what was previously analyzed in the General Plan EIR.

Response e): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

The warehouse project site would be served by public wastewater facilities and does not require an alternative wastewater system such as septic tanks.

The General Plan EIR determined this impact is less than significant. This impact was adequately addressed in the EIR. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

As described in the General Plan EIR, all new wastewater generated from General Plan land uses will be collected and transmitted to the MWQCF and LCTF for treatment. There will be no septic tanks or alternative waste water disposal systems utilized for new development planned under the General Plan.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed CLSP Phase 2 Amendment and Municipal Code Update project would not result in a new or more severe impact than what was previously analyzed.

Response f): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

Known paleontological resources or sites have not been identified on the warehouse site. Additionally, unique geologic features are not located on the warehouse site. The site is currently undeveloped. Should paleontological resources artifacts, such as fossils, or unusual amounts of bones or shells be uncovered during construction activities, a paleontologist should be consulted for an evaluation.

The warehouse project would be required to implement applicable policies and actions included in the General Plan and General Plan EIR.

The General Plan includes Policies, and Actions that minimize warehouse project impacts as listed below:

Policies

RR-3.1 Preservation. Protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code.

Implementing Actions

RR-3a Require a cultural and archaeological survey prior to approval of any project which would require excavation in an area that is sensitive for cultural, tribal, or archaeological resources. If significant cultural, tribal, or archaeological resources, including historic and prehistoric resources, are identified, appropriate measures shall be implemented, such as documentation and conservation, to reduce adverse impacts to the resource. If resources are known or reasonably

anticipated to be encountered during construction, the City shall require a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, and provide a treatment plan for potential resources that may be encountered.

RR-3b Require all new development, infrastructure, and other ground-disturbing projects to comply with the following conditions in the event of an inadvertent discovery of cultural resources or human remains:

- A. If construction or grading activities result in the discovery of significant historic or prehistoric archaeological artifacts or unique paleontological resources, all work within 100 feet of the discovery shall cease, the Community Development Director shall be notified, the resources shall be examined by a qualified archaeologist, paleontologist, or historian for appropriate protection and preservation measures; and work may only resume when appropriate protections are in place and have been approved by the Community Development Director; and
- B. If human remains are discovered during any ground disturbing activity, work shall stop until the Community Development Director and the San Joaquin County Coroner have been contacted. If the human remains are determined to be of Native American origin, the Native American Heritage Commission and the most likely descendants shall be consulted; and work may only resume when appropriate measures have been taken and approved by the Community Development Director.

RR-3d Require all development, infrastructure, and other ground-disturbing projects to comply with the following conditions in the event of an inadvertent discovery of a paleontological resource:

- A. If construction or grading activities result in the discovery of significant prehistoric archaeological artifacts or unique paleontological resources, all work within 100 feet of the discovery shall cease, the Community Development Director shall be notified, the resources shall be examined by a qualified archaeologist, paleontologist, or historian for appropriate protection and preservation measures; and work may only resume when appropriate protections are in place and have been approved by the Community Development Director.

The warehouse project would be subject to all policies and actions included in the General Plan. The General Plan EIR determined that this impact was less than significant, this impact was adequately addressed in the EIR because there are no known

paleontological resources on the warehouse site. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed in the General Plan EIR.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

As described in the General Plan EIR, as future development and infrastructure projects are considered by the City, each project will be evaluated. No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and municipal code amendments. These plans are being updated for consistency with the Lathrop General Plan and its vision for land uses within the Phase 2 Project area. Additionally, all future projects within the Phase 2 Plan area would be subject to the General Plan requirements for site specific reviews.

All future projects within the CLSP Phase 2 and Zoning Update area would be subject to applicable policies and actions included in the General Plan (as detailed above). The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

VIII. GREENHOUSE GAS EMISSIONS – WOULD THE PROJECT:

	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR	Impact not Previously Addressed in General Plan EIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?			X	

BACKGROUND DISCUSSION

Various gases in the Earth’s atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth’s surface temperature. Solar radiation enters Earth’s atmosphere from space, and a portion of the radiation is absorbed by the Earth’s surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three greenhouse gases have increased globally by 40, 150, and 20 percent, respectively (IPCC 2013)¹.

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).

¹ Intergovernmental Panel on Climate Change. 2013. “Climate Change 2013: The Physical Science Basis, Summary for Policymakers.” Available: <http://www.climatechange2013.org/images/report/WG1AR5_SPM_FINAL.pdf>.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors (California Air Resources Board 2023)². In California, the transportation sector is the largest emitter of GHGs, followed by industrial energy consumption (California Air Resources Board 2023).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2022, accounting for 38% of total GHG emissions in the state. This category was followed by the industrial sector (23%), the electricity generation sector (including both in-state and out of-state sources) (16%), the agriculture & forestry sector (9%), the residential energy consumption sector (8%), and the commercial energy consumption sector (6%) (California Air Resources Board, 2023).

EFFECTS OF GLOBAL CLIMATE CHANGE

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. The snowpack portion of the supply could potentially decline by 70% to 90% by the end of the 21st century (Cal EPA 2006)³. This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the state;

² California Air Resources Board. 2023. Current California GHG Emission Inventory Data. Available: <<https://ww2.arb.ca.gov/ghg-inventory-data>>.

³ California Environmental Protection Agency, Climate Action Team. 2006. Climate Action Team Report to Governor Schwarzenegger and the Legislature. Available: <http://www.climatechange.ca.gov/climate_action_team/reports/>.

however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels (Cal EPA 2006). If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands (Cal EPA 2006). As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. According to the California Environmental Protection Agency, the impacts of global warming in California are anticipated to include, but are not limited to, the following.

Public Health

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation are projected to increase from 25% to 35% under the lower warming range and to 75% to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures will increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the state from Northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snow pack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snow pack, increasing the risk of summer water shortages.

The state's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major state fresh water supply. Global warming is also projected to seriously affect agricultural areas, with California farmers projected to lose as much as 25% of the water supply they need; decrease the potential for hydropower production within the state (although the effects on hydropower are uncertain); and seriously harm winter tourism. Under the lower warming range, the snow dependent winter recreational season at lower elevations could be reduced by as much as one month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing, snowboarding, and other snow dependent recreational activities.

If GHG emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snow pack by as much as 70% to 90%. Under the lower warming scenario, snow pack losses are expected to be only half as large as those expected if temperatures were to rise to the higher warming range. How much snow pack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snow pack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

Agriculture

Increased GHG emissions are expected to cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts, and milk.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

In addition, continued global warming will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global warming is expected to alter the distribution and character of natural vegetation thereby resulting in a possible increased risk of large wildfires. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. For example, if precipitation increases as temperatures rise, wildfires in southern California are expected to increase by approximately 30% toward the end of the century. In contrast, precipitation decreases could increase wildfires in northern California by up to 90%.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the state. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60% to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests is also expected to decrease as a result of global warming.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the state's coastal regions. Under the higher warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

RESPONSES TO CHECKLIST QUESTIONS

Response a), and b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

A warehouse project's GHG emissions are at a micro-scale relative to global emissions but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. Implementation of the proposed warehouse project would contribute to increases of GHG emissions that are associated with global climate

change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO₂ and other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O), from mobile sources and utility usage.

Development of the proposed warehouse project would include activities that emit greenhouse gas emissions over the short and long term. A summary of short- and long-term emissions and the analysis for each are included below.

It should be noted that the baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including worldwide GHG emissions from human activities that have increased by about 90 percent since 1970.⁴ As a result, the study area for climate change and the analysis of GHG emissions is broad. However, the project site also limited by CEQA Guidelines Section 15064.4(b), which directs lead agencies to consider an “indirect physical change” only if that change is a reasonably foreseeable impact, which may be caused by the project.

CEQA Guidelines Section 15064.4 recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance. CEQA Guidelines Section 15064.7 provides lead agencies the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies or suggested by other experts, as long as any threshold chosen is supported by substantial evidence. The City of Lathrop has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Similarly, the SJVACPD, the Governor’s Office of Planning and Research, CARB, California Air Pollution Control Officers Association (CAPCOA), or any other State or applicable regional agency has yet to adopt a numerical significance threshold for assessing GHG emissions that is applicable to the project. The analysis has quantified the project’s GHG emissions herein for informational purposes only.

⁴ U.S. EPA, Global Greenhouse Gas Emissions Data, <https://www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data>, accessed July 14, 2022.

Short-Term Emissions

Short-term greenhouse gas emissions associated with the warehouse project would occur because of construction equipment used for the following: demolition, grading, paving, and building construction activities associated with development and infrastructure. GHG emissions would also result from worker and vendor trips to and from project sites and from demolition and soil hauling trips. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Proposed project construction-related GHGs are provided in Table GHG-1, below.

Table GHG-1: Construction GHG Emissions (Unmitigated Metric Tons/Year)

<i>Year</i>	<i>Bio-CO₂</i>	<i>NBio-CO₂</i>	<i>Total CO₂</i>	<i>CH₄</i>	<i>N₂O</i>	<i>CO₂e</i>
2023	0	163	163	<0.1	<0.1	163
2024	0	724	724	<0.1	<0.1	727
2025	0	235	235	<0.1	<0.1	236
Maximum	0	724	724	<0.1	<0.1	727
Total	0	1,846	1,846	<0.1	<0.1	1,853

SOURCE: CALEEMOD (v.2022.1).

As shown in Table GHG-1, the proposed warehouse project is anticipated to generate a maximum of approximately 727 MT CO₂e per year, and a total of 1,853 MT CO₂e over the full course of construction. As previously described, these emissions are provided herein for informational purposes only.

Development of the Phase 2 Plan Area with light industrial uses was evaluated in the General Plan EIR. As described in the Lathrop General Plan EIR, all future development and infrastructure projects within the General Plan Planning Area would be subject to the General Plan goals, policies, and actions, which were adopted to reduce emissions and greenhouse gas impacts. For example, Policy RR-6.9 requires the City to consider, and implement as feasible, new policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions.

Nevertheless, the proposed General Plan includes higher levels and rates of growth than those that would be facilitated under the existing Lathrop General Plan. As such, total emissions levels associated with project buildout would increase, which may indirectly hinder the SJVAPCDs efforts to reduce total emissions of greenhouse gases. The General Plan EIR (EIR) determined that this impact was significant and unavoidable. While the General Plan EIR determined that this impact was significant and unavoidable, the proposed project would not result in a new or more severe impact than what was previously analyzed in the General Plan EIR.

Long-Term Emissions

Future development projects will result in continuous GHG emissions from mobile, area, and operational sources. Mobile sources, including vehicle trips to and from development projects, will result primarily in emissions of CO₂, with minor emissions of CH₄ and N₂O. The most significant GHG emission from natural gas usage will be methane. Electricity usage by future development and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO₂ emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas inventory for the warehouse project.

As described in the Project Description, the proposed project includes the development of a new integrated, warehouse/light industrial/retail office development on approximately 89.5-acre property located at the northwest corner of Dos Reis Rd and Manthey Road (the “warehouse site”, or “project site”). The proposed development includes an approximately 1,486,607 square foot single or multi-tenant building with a mix of retail, office/call center, and warehouse and distribution uses. The warehouse project is anticipated to provide up to 1,295 jobs at full operation. The primary mix of uses within the warehouse building include an up to 100,000 square foot retail showroom, a 24,000 square foot office space consisting of call center and a regional office for up to 50 people. Warehouse and distribution uses will comprise the balance of the 1,352,347 square feet. Proposed warehouse project operation-related GHGs are provided in Table GHG-2, below.

Table GHG-2: Operational GHG Emissions (Metric Tons/Year)

<i>Category</i>	<i>Bio-CO₂</i>	<i>NBio-CO₂</i>	<i>Total CO₂</i>	<i>CH₄</i>	<i>N₂O</i>	<i>CO₂e</i>
Area	0	0.2	0.2	<0.1	0.1	0.2
Energy	0	19	19	<0.1	<0.1	19
Mobile	0	2,795	2,795	0.1	0.2	2,847
Waste	125	0	125	13	0	436
Water	109	104	213	11	0.3	573
Total	234	2,918	3,151	24	0.4	3,875

SOURCE: CALEEMOD (v.2022.1).

As shown, total operational GHG emissions are anticipated to be approximately 3,875 MT CO₂e. Additionally, the warehouse project’s 15.43 daily VMT per employee is lower than the San Joaquin County VMT threshold of 16.2. As previously described, these emissions are provided herein for informational purposes only.

The Lathrop General Plan EIR determined that GHG impacts were significant and unavoidable. Cumulative impacts associated with GHG emissions from General Plan

buildout was analyzed in detail in Chapter 3.7 of the General Plan EIR. The potential GHG emissions resulting from warehouse project operations were accounted for the cumulative GHG analysis contained in the General Plan EIR. While the General Plan EIR determined that this impact was significant and unavoidable, the proposed project would not result in a new or more severe impact than what was previously analyzed in the General Plan EIR.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

Short-term greenhouse gas emissions would occur because of construction equipment used for future development projects within the CLSP Phase 2 area and would include the following: demolition, grading, paving, and building construction activities associated with development and infrastructure. GHG emissions would also result from worker and vendor trips to and from project sites and from demolition and soil hauling trips. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. As such, SJVAPCD recommends in its draft threshold to amortize project-specific construction emissions over a 30-year operational lifetime of a project. This normalizes construction emissions so that they can be grouped with operational emissions to generate a precise project GHG inventory. However, the SJVAPCD does not have a current threshold of significance for construction-related GHG emissions for plan-level impacts (including General Plans and Specific Plans).

The 2022 RTP/SCS relied upon the Lathrop General Plan to determine population, employment, and VMT increases associated with General Plan buildout in Lathrop as part of the RTP/SCS's overall analysis of per capita GHG emissions throughout the region. As noted in the 2022 RTP/SCS, the Plan meets and exceeds the GHG targets established by the CARB. The Lathrop General Plan is supportive and complimentary of the policies and strategies included in the 2022 RTP/SCS, and does not conflict with implementation of this plan.

The Lathrop General Plan EIR determined that GHG impacts were significant and unavoidable. This impact was adequately addressed in the EIR based on the analysis provided in Chapter 3.7 of the General Plan EIR. The proposed CLSP Phase 2 Amendment and Municipal Code Update would not result in a new or more severe impact than what was previously analyzed.

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

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

RESPONSES TO CHECKLIST QUESTIONS

A Phase I Environmental Site Assessment Report, and Shallow Soil Investigation Report were prepared by Partner Engineering and Science, Inc. in 2021.

The full reports are available in Attachment C (Phase I Environmental Site Assessment Report) and (Attachment D) Shallow Soil Investigation Report.

Responses a), b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

The proposed warehouse project would develop a new Limited Industrial warehouse in an area of the City that is designated by the General Plan for industrial site uses. Construction equipment and materials would likely require the use of petroleum-based products (oil, gasoline, diesel fuel), and a variety of common chemicals including paints, cleaners, and solvents. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, Project Requirements included in the Hydrology Section of this Report (Hydrology and Water Quality) requires the project applicant to implement a stormwater pollution prevention plan (SWPPP) during construction activities, which would prevent contaminated runoff from leaving the project site during construction.

In addition to the requirements associated with Federal and State regulations and the Municipal Code, the City's General Plan includes policies and actions to address potential impacts associated with hazardous materials among other issues. Specifically, Policy PS-4.5 requires coordination with the Lathrop Manteca Fire District (LMFD) to ensure that businesses in the city which handle hazardous materials prepare and file a Hazardous Materials Business Plan (HMBP). The HMBP shall consist of general business information, basic information on the location, type, quantity, and health risks of hazardous materials, and emergency response and training plans.

A Phase I Environmental Site Assessment and Shallow Soil Investigation Report were prepared by Partner Engineering and Science, Inc. the findings are provided below;

Phase I Environmental Site Assessment

A recognized environmental condition (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

- Partner did not identify any recognized environmental conditions during the course of this assessment.

A controlled recognized environmental condition (CREC) refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or

petroleum products allowed to remain in place subject to the implementation of required controls.

- Partner did not identify any controlled recognized environmental conditions on the warehouse site during the course of this assessment.

A *historical recognized environmental condition (HREC)* refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

- Partner did not identify any historical recognized environmental conditions on the warehouse site during the course of this assessment.

An *environmental issue* refers to environmental concerns identified by Partner, which do not qualify as RECs; however, warrant further discussion. The following was identified during the course of this assessment:

- According to a historical review, the subject property has been used for agricultural purposes from at least 1915 until 2006. Since portions of the subject parcel were historically used for agricultural purposes, there is a potential that agricultural related chemicals including pesticides, herbicides, and fertilizers may have been used and stored onsite. No evidence of pesticide or herbicide mixing areas or bulk storage areas was observed during the site reconnaissance or during Partner's review of historical aerial photographs. According to information provided by the client, the subject property is planned for commercial/warehouse development. The occupied areas of the subject property will either paved over or covered by building structures that minimize direct contact to any potential remaining concentrations in the soil. Additionally, during site development activities, near surface soils (where residual agricultural chemical concentrations would most likely been present, if at all) will be mixed with fill material or disturbed during grading. Also, it is common that engineered fill material is placed over underlying soils as part of the development activities. These additional variables serve to further reduce the potential for exposure to residual agricultural chemicals (if any). Based on planned development activities, Partner concludes that the possible use of agricultural chemicals does not represent a recognized environmental condition or a human health risk, and no additional investigation is required of the warehouse site. Additionally, based on this information,

vapor migration is not expected to represent a significant environmental concern at this time. Conclusions, Opinions, and Recommendations

Partner performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 of APN 192-020-140-000, 192-020-590-000, and 192-020-600-000 in Lathrop, San Joaquin County, California (the “subject property” or “warehouse site”).

This assessment has revealed no evidence of recognized environmental conditions in connection with the subject property; however, environmental issues were identified. Based on the conclusions of this assessment, Partner recommended no further investigation of the subject property.

Shallow Soil Investigation Report

The purpose of the investigation was to evaluate the potential impact of organochlorine pesticides (OCPs), arsenic, and/or lead to shallow soil as a consequence of a release or releases from historical on-site agricultural-related uses on the warehouse site.

Partner collected 120 shallow soil samples on May 12, 2021, which were transported in an iced cooler under chain-of-custody protocol to SunStar Laboratories Inc., a state-certified laboratory [California Department of Public Health Environmental Laboratory Accreditation Program certificate number 2250] in the City of Lake Forest, California, for analysis. A total of 30 composite samples were analyzed for OCPs via Environmental Protection Agency (EPA) Method 8081. Additionally, 30 discrete soil samples were analyzed for arsenic and lead via EPA Method 6010B.

Based on the results, low concentrations of lead were detected in localized areas of the northern parcel (APN 192-020-140). Lead was detected in two discrete soil samples; however, the detections do not exceed residential or commercial screening criteria and are likely representative of background conditions. As such the identified lead impacts in soil do not represent a significant risk to human health or the environment associated with the development of the warehouse site.

Local Plan for Hazardous Materials

Facilities that store hazardous materials on-site are required to maintain a Hazardous Materials Business Plan in accordance with State regulations. In the event of an accidental release of hazardous materials, the local CUPA and emergency management agencies (e.g., Police and Fire) would respond. As described in the General Plan EIR, all future projects allowed under the General Plan would be required to comply with the provisions of Federal, State, and local requirements related to hazardous materials. As

future development and infrastructure projects are considered by the City, each project would be evaluated for potential impacts, specific to the project, associated with hazardous materials as required under CEQA. Specifically, Policy PS-4.5 requires Coordination with the LMFDD to ensure that businesses in the city which handle hazardous materials prepare and file a Hazardous Materials Business Plan (HMBP). The HMBP shall consist of general business information, basic information on the location, type, quantity, and health risks of hazardous materials, and emergency response and training plans.

Conclusion

Based on the results of the site investigations as described above, the site assessments have revealed no recognized environmental conditions in connection with the subject warehouse property. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed in the Lathrop General Plan EIR. Additionally, consistent with the General Plan Policy PS: 4-4 if the warehouse project will store, transport or handle hazardous materials a HMBP shall be prepared.

Project Requirement(s)

Requirement HAZ-1: *If the project will store, transport or handle hazardous materials the project shall be required to prepare and file a Hazardous Materials Business Plan (HMBP) with the City prior to issuance of Certificate of Occupancy.*

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 amendment and municipal code amendments. These documents are being updated for consistency with the Lathrop General Plan and its vision for land uses within the Phase 2 Project area. Additionally, all future projects within the Phase 2 Plan area would be subject to the General Plan requirements for site specific studies, and policies and actions that limit any exposure or upset of hazardous materials. Facilities that store hazardous materials on-site are required to maintain a Hazardous Materials Business Plan in accordance with State regulations. In the event of an accidental release of hazardous materials, the local CUPA and emergency management agencies (e.g., Police and Fire) would respond. All future projects allowed under the General Plan would be required to comply with the provisions of Federal, State, and local requirements related to hazardous materials. As future development and infrastructure projects are considered by the City, each project would be evaluated for potential impacts, specific to the project, associated with hazardous materials as required under CEQA.

This impact was adequately addressed in the EIR. The proposed CLSP Phase 2 Amendment and Municipal Code Update are consistent with the uses and standards identified in the General Plan and would not result in a new or more severe impact than what was previously analyzed in the Lathrop General Plan EIR.

Response c): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

The proposed warehouse project has limited potential for the routine transport, use, or disposal of hazardous materials as discussed above. One school, is located within one-quarter mile of the warehouse site. The proposed site uses do not propose business activities that will result in hazardous emissions or require handling of hazardous or acutely hazardous materials, substances, or waste. Potential impacts from truck emissions and TACs are discussed in detail in the Air Quality portion of this report and were found to be less than significant.

All hazardous materials would be handled in accordance with Federal, State, local, and County requirements, which would limit the potential for a project to expose nearby uses, including schools, to hazardous emissions or an accidental release.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR based on the findings of the Phase I Environmental Assessment for the warehouse project. The proposed project would not result in a new or more severe impact than what was previously analyzed in the General Plan EIR.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and municipal code amendments. These documents are being updated for consistency with the Lathrop General Plan and its vision for land uses within the CLSP Phase 2 Project area. Additionally, all future projects within the CLSP Phase 2 Plan area would be subject to the General Plan requirements for site specific studies, and policies and actions that limit any exposure or upset of hazardous materials. As future development and infrastructure projects are considered by the City, each project would be evaluated for potential impacts, specific to the project, associated with hazardous materials as required under CEQA.

This impact was adequately addressed in the EIR. The proposed CLSP Phase 2 update and municipal code amendments are consistent with the uses and standards identified in the General Plan and would not result in a new or more severe impact than what was previously analyzed in the Lathrop General Plan EIR.

Response d): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

According to the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or adjacent to the warehouse site. The warehouse site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR based on the results of the Phase 1 ESA. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed in the Lathrop General Plan EIR.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

According to the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, CLSP Phase 2 Project area. The site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and municipal code amendments. These plans are being updated for consistency with the Lathrop General Plan and its vision for land uses within the Phase 2 Project area. As future development and infrastructure projects are considered by the City, each project would be evaluated for potential impacts, specific to the project, associated with hazardous materials as required under CEQA.

This impact was adequately addressed in the EIR based on the analysis contained in Chapter 3.8. The proposed project is consistent with the uses and standards identified in the General Plan and would not result in a new or more severe impact than what was previously analyzed.

Responses e): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE, CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

The General Plan EIR (Chapter 3.12 Noise) determined the General Plan area is not located within two miles of a public or private airport. Therefore item “c” was not further discussed. The proposed warehouse project and the CLSP Phase 2 Amendment and Municipal Code Update would not expose people in the Project site or within the CLSP Phase 2 Plan Area to excessive noise levels from aircrafts. As such, this topic does not require further analysis. The proposed project would not result in a new or more severe impact than what was previously analyzed in the Lathrop General Plan EIR.

Response f): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE, CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

The proposed project does not include actions that would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project involves the development of limited industrial land uses within an urbanized environment, and would not interfere with any emergency response or evacuation plans.

The warehouse project site has been designed to keep all truck traffic as far from residential areas, bicycle facilities, and pedestrian facilities as possible, in order to reduce potential conflicts and hazards, and in order to not interfere with emergency responders. The warehouse site also includes a dedicated emergency vehicle access drive on Dos Reis Road.

The CLSP-2 Amendment Plan Area includes several new roadways within an interconnected roadway system. These new roadways, along with improvements to existing roadways, provide the necessary access for the Plan Area. The roadway network is shown on the Vehicular Circulation Plan (Figure 3.4 in the CLSP-2 Amendment), while the locations of each individual street section are identified on the Street Sections Key Map (Figure 3.5 in the CLSP-2 Amendment).

The proposed CLSP-2 Amendment roadway system is based on a pattern of streets that provides safe and efficient access for vehicles, bicycles and pedestrians. The roadway system includes an extension of Golden Valley Parkway and Stanford Crossing, widening of Dos Reis Road, De Lima Road, and Manthey Road, and the construction of several new local industrial roads consistent with the 2022 Lathrop General Plan. The addition of traffic signals may be required at various intersections as determined for future specific project developments in the CLSP-2 Amendment Plan Area.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR based on the analysis contained in Chapter 3.8. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Response g): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE, CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less

heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

The City of Lathrop is not categorized as a “Very High” FHSZ and no cities or communities within San Joaquin County are categorized as a “Very High” FHSZ by CalFire. The majority of the Lathrop is located within a Local Responsibility Area (LRA). The portions of the Lathrop located in an LRA include: a developed area adjacent south of the Defense Depot San Joaquin Sharpe site and the Sharpe AAF Airport, a developed area near D’Arcy Parkway, an area along the San Joaquin River, just west of Interstate 5, and an undeveloped area along the San Joaquin River in the westernmost Planning Area. The Lathrop Planning Area is covered by two independent Fire Protection Districts: the Lathrop-Manteca Fire District (LMFD) and French Camp-McKinley Fire District (French Camp). The LMFD provides fire protection services for all lands within the City of Lathrop being primarily lands south of Roth Road. The French Camp provides fire protection for the rural area primarily south of Stockton and north of Roth Road both east and west of Interstate 5. French Camp service boundaries include some 16 square miles, including a small portion of Stockton. Approximately 805 acres of the French Camp Fire District is in the Lathrop Area of Interest and about 149 acres is in the Sphere of Influence.

Development of the warehouse project and development allowed under the CLSP Phase 2 update and municipal code amendments would not place people and/or structures in areas at significant risk of wildland fires.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR in Chapter 3.8. The proposed project would not result in a new or more severe impact than what was previously analyzed.

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

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) result in substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion impacts that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. Performance Standard NDCC-13 of the City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP describes Best Management Practices (BMPs) to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project, including post-construction impacts. The City requires all development projects to use BMPs to treat runoff including standards included in the Multi-Agency Post-construction Standards (LID). The City of Lathrop, in collaboration with San Joaquin County, 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 Statewide Small MS4 NPDES permit (2013-0001-DWQ).

The General Plan Public Services and Facilities Element includes policies and actions that require projects to demonstrate how storm water runoff will be detained or retained on-site and/or conveyed to the nearest drainage facility as part of the development review process. Specifically, Action PFS-4.5 includes development review requirements:

Action PFS-4.5 Development Review. Continue to require all development projects to:

- A. Demonstrate how storm water runoff will be detained or retained on-site and/or conveyed to the nearest drainage facility as part of the development review process and as required by the City's Small MS4 Phase 2 permit; and
- B. Analyze their drainage and stormwater conveyance impacts and either demonstrate that the City's existing infrastructure can accommodate increased stormwater flows, or make the necessary improvements to mitigate all potential impacts.

The warehouse project is required to submit detailed drainage plans, as well as the preparation of storm water plans including a SWPPP. The General Plan EIR determined that this impact was less than significant. The proposed development site is consistent with the General Plan light industrial uses, and would be required to implement all General Plan policies and actions relevant to storm water. This impact was adequately addressed in the EIR analysis contained in Chapter 3.9 of the General Plan EIR. The warehouse project has completed and submitted detailed water quality control plans that demonstrate consistency with the requirements of the Lathrop General Plan. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

Project Requirement(s)

Project Requirement Hydro-1: *The project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) that includes specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate impacts on receiving water quality from stormwater runoff. The SWPPP shall require treatment BMPs that incorporate, at a minimum, the required hydraulic sizing design criteria for volume and flow to treat projected stormwater runoff. The SWPPP shall comply with the most current standards established by the RWQCB, and the Lathrop Storm Water Program. Best Management Practices shall be subject to approval by the City Engineer and RWQCB.*

Project Requirement Hydro 2: *Prior to approval of the building permit, the project applicant shall submit a detailed Stormwater Control Plan constant with General Plan Action PFS-4.5, and the criteria set forth in the Lathrop Stormwater Program.*

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and municipal code amendments. These documents are being updated for consistency with the Lathrop General Plan and its vision for light industrial and open space land uses within the Phase 2 Project area. Additionally, all future projects within the Phase 2 Plan area would be subject to the General Plan requirements for hydrological studies, and policies and actions that limit hydrological impacts as detailed in the General Plan. This impact was adequately addressed in the General Plan EIR in Chapter 3.9. The General Plan EIR determined that this impact was less than significant. The proposed development site is consistent with the General Plan light industrial and open space uses identified for the Central Lathrop Specific Plan area and would be required to implement all General Plan policies and actions relevant to storm water. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Response b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

The proposed warehouse project would not result in the construction of new groundwater wells, nor would it increase the levels of groundwater pumping.

The City plans to utilize its existing groundwater wells to supply water in the future. As discussed in the City's UWMP the current estimated annual groundwater yield is 4,720 AFY and the City currently has no plans to install additional groundwater wells or expand

its groundwater production. Additionally, as described in the UWMP the City's ability to utilize groundwater wells will not be impacted by groundwater levels within the Tracy groundwater basin, and would not require the City to limit groundwater production to maintain a sustainable groundwater budget. Based on the available information, it is anticipated that 100% the City's current estimated groundwater yield is available for the planning horizon.

Development projects result in new impervious surfaces and could reduce stormwater infiltration and groundwater recharge. Infiltration rates vary depending on the overlying soil types. However, given the relatively large size of the groundwater basin, the areas of impervious surfaces added as a result of project implementation will not adversely affect the recharge capabilities of the local groundwater basin.

The General Plan EIR determined that impacts associated with groundwater and groundwater recharge would be less than significant. The proposed warehouse project is consistent with the uses and development intensities analyzed in the General Plan EIR, and would not result in any new or more severe impacts than those analyzed and disclosed in the General Plan EIR.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and municipal code amendments. These documents are being updated for consistency with the Lathrop General Plan and its vision for land uses within the Phase 2 Project area. Additionally, all future projects within the Phase 2 Plan area would be subject to the General Plan policies and actions that support groundwater recharge and water conservation. For example, Policy RR-8.6 supports the sustainable yield and calls for the City to operate the City's well system in such a manner as to not exceed the sustainable yield of the local groundwater aquifers. While policy RR-8.7 supports groundwater recharge through the promotion of and the use of permeable surface materials and areas of open space, in order to decrease surface runoff and promote groundwater recharge. Subsequent development projects proposed within the CLSP-2 area would be subject to these policies as well as additional policies and actions listed below that support groundwater conservation and recharge.

The General Plan EIR determined that this impact was less than significant. The proposed CLSP-2 amendment and municipal code amendments propose light industrial and open space uses consistent with the uses intended by the General Plan and would be required to implement all General Plan policies and actions relevant to storm water. This impact was adequately addressed in the EIR. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

Responses c), e): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

There are no rivers, streams, or water courses located on or immediately adjacent to the project site. As such, there is no potential for the project to alter a water course, which could lead to on or offsite flooding. Drainage improvements associated with the project site would be located on the project site, and the project would not alter or impact offsite drainage facilities.

Development of the warehouse project site would potentially increase local runoff production, and would introduce constituents into storm water that are typically associated with urban runoff. These constituents include heavy metals (such as lead, zinc, and copper) and petroleum hydrocarbons. BMPs consistent with the Multi-Agency Post-construction Stormwater Standards Manual provide consistent guidance for municipal workers, developers and builders in implementing the requirements under the Statewide Small MS4 NPDES permit (2013-0001-DWQ) will be applied to the proposed site development to limit the concentrations of these constituents in any site runoff that is discharged into downstream facilities to acceptable levels.

The warehouse project would be subject to all relevant General Plan policies and actions that aim to reduce water pollution from construction and new development, and protect and enhance natural storm drainage and water quality features. The policies include numerous requirements that would reduce the potential for implementation of the proposed project to result in increased water quality impacts. In addition, compliance with the Clean Water Act and regulations enforced by the RWQCB would ensure that construction-related impacts to water quality are minimized and projects comply with all applicable laws and regulations.

In order to ensure that stormwater runoff from the warehouse project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, Project Requirement Hydro 1 requires the preparation of a SWPPP. As described previously, the SWPPP would require the application of BMPs to effectively reduce pollutants from stormwater leaving the site during both the construction and operational phases of the project. Additionally, the warehouse project is subject to the project Requirement Hydro 2 that requires the project applicant to prepare and submit a Stormwater Control Plan. The warehouse project Stormwater Control Plan has been completed and submitted to the City for review as part of the entitlement application.

New development projects in the City of Lathrop are required to provide site-specific storm drainage solutions and improvements that are consistent with the overall storm

drainage infrastructure approach. The project applicant is required to submit a detailed storm drainage infrastructure plan to the City for review and approval. The warehouse project storm drainage infrastructure plans have been submitted to the City as part of the applicant's entitlement package. The warehouse project's storm drainage infrastructure plans demonstrate that there is adequate infrastructure capacity to collect and direct all stormwater generated on the project site within the on-site retention and detention facility to the City's existing stormwater conveyance system and demonstrate that the project would not result in on- or off-site flooding impacts.

The development of an onsite storm drainage system, the payment of all applicable development fees, and the implementation of Requirements Hydro 1 and Hydro 2 would ensure that this impact is constant with the City General Plan and stormwater requirements.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed in the General Plan EIR based on the measures incorporated into the warehouse project site plan.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and municipal code amendments. These documents are being updated for consistency with the Lathrop General Plan and its vision for land uses within the CLSP Phase 2 Project area.

The General Plan EIR determined that this impact was less than significant. The proposed development site is constant with the uses intended by the General Plan and would be required to implement all General Plan policies and actions relevant to storm water. This impact was adequately addressed in the EIR because future development projects are required to incorporate stormwater treatment measures into the site plan design. The proposed CLSP Phase 2 Amendment and Municipal Code Update project would not result in a new or more severe impact than what was previously analyzed.

Response d): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

Floodplain zones are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs). These tools assist cities in mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction, whether residential, commercial, or industrial within

100-year floodplains. The warehouse site is not located within the FEMA designated 100-year floodplain.

Tsunamis are defined as sea waves created by undersea fault displacement. A tsunami poses little danger away from shorelines. As Lathrop is miles inland, the warehouse site is not exposed to flooding risks from tsunamis and adverse impacts would not result.

A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The warehouse project is not located near a closed body of water.

The warehouse project site is not located within the FEMA designated 100-year floodplain, or within inundation areas from tsunami or seiche events.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR because there are no seiche or tsunami related effects on the warehouse project site. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and municipal code amendments. These documents are being updated for consistency with the Lathrop General Plan and its vision for land uses within the Phase 2 Project area.

The project site is not located within the FEMA designated 100-year floodplain, or within inundation areas from tsunami or seiche events. The General Plan EIR determined that this impact was less than significant. The Project is constant with the uses intended by the General Plan and would be required to implement all General Plan policies. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

XI. LAND USE AND PLANNING - Would the project:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

The General Plan establishes the City’s vision for future growth and development. Goal LU-1 of the General Plan aims to accommodate a mix and distribution of uses that meet the needs of the community. The land uses allowed under the General Plan (GP EIR Figure 2.0-2) provide opportunities for cohesive new growth at in-fill locations within existing urbanized areas of the city, as well as new growth adjacent to existing urbanized areas within the existing City Limits, and would not create physical division within the community. In addition, the General Plan’s Goal LU-5 aims to ensure that new development is compatible with and well integrated with existing development. The General Plan Land Use Map designates sites for a range of urban and developed uses as well as open spaces. The General Plan determined it would have a less than significant impact associated with the physical division of an established community. The warehouse project site is designated Limited Industrial on the 2022 General Plan Land Use Map. The proposed warehouse project is consistent with this land use designation, and is the type of development contemplated for this site by the General Plan. The proposed uses are consistent with the vision for future growth and development established by the General Plan.

The proposed warehouse project does not include any new areas designated for urbanization or other features that would divide existing communities. The warehouse project includes new roadways, including those designated for trucks to prevent land use conflicts and provide direct routes for truck trips that do not traverse residential areas. Dedicated truck access located at the very northeast corner of the warehouse property is the only access point for ingress and egress of truck traffic. Trucks are restricted from going south of this access point and will come from and to the north towards the Roth Road/Interstate 5 (I-5) interchange only. This roadway and drive access configuration ensures that truck traffic would be limited to the stretch of Manthey Road, west of

Interstate 5, and north of Golden Valley Parkway. This roadway segment does not traverse any residential areas or established communities.

As such, the proposed warehouse project is consistent with the adopted vision, allowed uses, and standards identified in the General Plan for the CLSP-2 area, and would not result in any new or a substantial increase in the severity of impacts, beyond those that were already addressed in the General Plan EIR.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR because the proposed warehouse project is consistent with the land use designation established for the project site and the CLSP-2 area. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

The CLSP-Phase 2 project area is part of a master planned area within CLSP Specific Plan Area. The General Plan provides specific guidance regarding the planning and development goals for the CLSP Phase 2 area.

The land uses allowed under the adopted 2022 Lathrop General Plan provide opportunities for cohesive new growth within existing urbanized areas of the city, as well as new growth adjacent to existing urbanized areas, but would not create physical division within the community.

As such, the proposed CLSP Phase 2 Amendment and Municipal Code Update project is consistent with the adopted vision, allowed uses, and standards identified within the General Plan, and would not result in any new or increased impacts, beyond those that were already addressed in the General Plan EIR.

The General Plan EIR determined that the CLSP phase 2 and Zoning Update would not physically divide an established community because light industrial uses would be setback from any residential areas and thus would be less than significant. This impact was adequately addressed in the EIR because the proposed project is consistent with the General Plan. The proposed project would not result in a new or more severe impact than what was previously analyzed in the General Plan EIR.

Response b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

The General Plan was prepared in conformance with State laws and regulations associated with the preparation of general plans, including requirements for environmental protection.

Discussion of the General Plan’s consistency with State regulations, plans, and policies associated with specific environmental issues (e.g., air quality, traffic, water quality, etc.) is provided in the relevant chapters of the General Plan EIR.

The proposed warehouse project is required to be consistent with all applicable policies, standards, and regulations, including those land use plans, policies, and regulations adopted to mitigate environmental effects by the City as well as those adopted by agencies with jurisdiction over components of development projects. The proposed warehouse project does not propose to amend or change any policy or action that has been adopted to mitigate an environmental impact.

The proposed warehouse project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased impacts, beyond those that were already addressed in the General Plan EIR.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR because the warehouse project is designed in a manner consistent with the applicable General Plan policies. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE

As described above the General Plan was prepared in conformance with State laws and regulations associated with the preparation of general plans, including requirements for environmental protection.

The proposed CLSP Phase 2 Amendment and Municipal Code Update project is required to be consistent with all applicable policies, standards, and regulations, including those land use plans, policies, and regulations adopted to mitigate environmental effects by the City as well as those adopted by agencies with jurisdiction over components of development projects. The proposed updates to the CLSP and municipal code are required to bring these documents into consistency with the General Plan do not involve changes in any policy or program that has been adopted to mitigate an environmental impact. The proposed CLSP Phase 2 Amendment and Municipal Code Update project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased impacts, beyond those that were already addressed in the General Plan EIR.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR because the CLSP Phase 2 amendments include policies designed to minimize land use incompatibility between the light industrial uses

and nearby residential uses. The proposed project would not result in a new or more severe impact than what was previously analyzed.

XII. MINERAL RESOURCES -- Would the project:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE AND CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE AREA

According to the General Plan EIR, the most important mineral resources in the region are sand, and gravel and are located in the southwest portions of the city. There are no known mineral resources located in the CLSP Phase 2 Area, including the proposed warehouse site. As shown in Figure 3.11-1 (Mineral Resources Zones) of the City’s General Plan EIR, there are no mineral resources located in the CLSP Phase 2 Plan Area. Additionally, there is no land designated or zoned for mineral resources within the City limits or in the CLSP-2 Area. Given that no known mineral resources are located in the vicinity of the CLSP-2 Area, implementation of the proposed project would not result in the loss of availability of a known mineral resource or of a locally-important mineral resource recovery site.

The General Plan EIR determined that this impact was significant as the General Plan and development allowed under the Land Use Map would permanently convert undeveloped portions of Lathrop to urban uses and this may preclude the recovery of mineral resources from the southwestern portion of the city. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

XIII. NOISE -- WOULD THE PROJECT RESULT IN:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

BACKGROUND

An Acoustical Assessment for the Project was prepared by Saxelby Acoustics May 15, 2023. This report documents the results of an Acoustical Assessment completed for the proposed warehouse Project. The purpose of this Acoustical Assessment is to evaluate the Project’s potential construction and operational noise and vibration levels associated with the Project and determine the level of impact the Project would have on the environment.

Results from the Acoustical Assessment are described below. The full acoustical assessment report and noise data is included as Attachment F.

RESPONSES TO CHECKLIST QUESTIONS

Response a): Adequately addressed in the General Plan EIR.

EXISTING AMBIENT NOISE LEVELS

To quantify the existing ambient noise environment in the warehouse project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements locations near the warehouse project site. Noise measurement locations are shown in Attachment F Figure 2. A summary of the noise level measurement survey results is provided in Attachment F and included in Table Noise 1 below. Complete results of the noise monitoring are included in Attachment F Appendix B.

**Table Noise 1: Summary of Existing Background Noise
Measurement Data**

Site	Date	L _{dn}	Daytime L _{eq}	Daytime L ₅₀	Daytime L _{max}	Nighttime L _{eq}	Nighttime L ₅₀	Nighttime L _{max}
LT-1: 660 Ft West of CL of Interstate 5	10/7/22	68	59	58	74	62	61	74
	10/8/22	66	59	57	72	60	59	71
	10/9/22	65	58	57	72	59	58	69
	Average	66	59	57	73	60	59	71
LT-2: 20 ft North of CL of Dos Reis Road	10/7/22	60	59	45	80	50	45	70
	10/8/22	59	56	42	80	52	45	67
	10/9/22	58	57	42	81	49	43	66
	10/10/22	59	55	43	80	52	47	72
	Average	59	57	43	80	51	45	69

Notes:

- All values shown in dBA
- Daytime hours: 7:00 a.m. to 10:00 p.m.
- Nighttime Hours: 10:00 p.m. to 7:00 a.m.
- Source: Saxelby Acoustics 2022

REGULATORY CONTEXT

City of Lathrop General Plan N-1 POLICIES

N-1.3 Indoor Residential Noise Level. Ensure that new development does not result in indoor noise levels exceeding 45 dBA L_{dn} for residential uses by requiring the implementation of construction techniques and noise reduction measures for all new residential development.

N-1.4 Acoustical Studies. For projects that are required to prepare an acoustical study, the following stationery and transportation noise source criteria shall be used to determine the significance of those impacts.

- A. Stationary and Non-Transportation Noise Sources – A significant impact will occur if the project results in an exceedance of the noise level standards contained in this element, or the project will result in an increase in ambient noise levels by more than 3 dB, whichever is greater.
- B. Transportation Noise Sources -

1. Where existing traffic noise levels are less than 60 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldn increase in roadway noise levels will be considered significant;
2. Where existing traffic noise levels range between 60 and 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in roadway noise levels will be considered significant; and
3. Where existing traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a + 1.5 dB Ldn increase in roadway noise levels will be considered significant.

N-1.15 Construction Noise. Require construction activities to reduce noise impacts on adjacent uses to the criteria identified in Table N-3, or, if the criteria cannot be met, to the maximum extent feasible complying with Title 15 of the LMC (Building and Construction) and use best practices. Construction activities outside of the permitted construction hours identified in the LMC may be approved on a case by case basis by the Building Official.

TABLE Noise 2: PERFORMANCE STANDARDS FOR STATIONARY NOISE SOURCES, INCLUDING AFFECTED PROJECTS
^{1,2,3,4} (N-3)

Noise Level Descriptor	Daytime (7 am to 10 pm)	Nighttime (10 pm to 7 am)
Hourly Leq, dB	55	45

1. Each of the noise levels specified above should be lowered by 5 dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered to be particularly annoying and are a primary source of noise complaints.
2. No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.
3. Stationary noise sources which are typically of concern include, but are not limited to, the following:

a) HVAC Systems	b) Cooling Towers/Evaporative Condensers
c) Pump Stations	d) Lift Stations
e) Emergency	f) Boilers
g) Steam Valves	h) Steam Turbines
i) Generators	j) Fans
k) Air Compressors	l) Heavy Equipment
m) Conveyor Systems	n) Transformers
o) Pile Drives	p) Grinder
q) Drill Rigs	r) Gas or Diesel Motors
s) Welders	t) Cutting Equipment
u) Outdoor Speaker	v) Blowers
4. The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities, pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

CONSTRUCTION

As described in the General Plan EIR (Chapter 3.12 – Noise), new development, maintenance of roadways, and installation of public utilities and infrastructure generally require construction activities. These activities include the use of heavy equipment and impact tools. Activities involved in construction would typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet. Construction could result in periods of significant ambient noise level increases and the potential for annoyance. However, as described in the General Plan EIR the General Plan includes policies and actions that are intended to reduce noise associated with construction noise. Specifically, Policy N-1.15 would reduce noise associated with construction noise.

- N-1.15 Construction Noise. Require construction activities to reduce noise impacts on adjacent uses to the criteria identified in Table N-3, or, if the criteria cannot be met, to the maximum extent feasible complying with Title 15 of the LMC (Building and Construction) and use best practices. Construction activities outside of the permitted construction hours identified in the LMC may be approved on a case-by-case basis by the Building Official.

Additionally, the City of Lathrop Noise Ordinance sets general limits for community noise exposure. The Noise Ordinance standards are contained in Section 8.20 of the Lathrop Municipal Code. Construction activities are exempt from these regulations, when conducted according to Section 8.20.110, as outlined below.

Lathrop Municipal Code Section 8.20.110 (Construction of buildings and projects) *“It shall be unlawful for any person within a residential zone or within a radius of five hundred (500) feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of ten p.m. of one day and seven a.m. of the next day, or eleven p.m. and nine a.m. Fridays, Saturdays and legal holidays, in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefore has been duly obtained from the office or body of the city having the function to issue permits of this kind. No permit shall be required to perform emergency work as defined in Sections 8.20.010 through 8.20.040. (Prior code § 99.40)”*

The General Plan EIR determined that Implementation of the proposed policies and actions of the General Plan will ensure noise impacts from construction are less than significant. The Proposed warehouse project is consistent with the uses and building intensities identified in the General Plan. There are no new or changed circumstances relevant to the warehouse as compared to the General Plan EIR that would result in a

new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed.

RESULTS AND ANALYSIS

The City of Lathrop General Plan limits stationary noise increases to 3 dBA, or the General Plan's Table N-3 standards, whichever is greater. The nighttime (10:00 p.m. to 7:00 a.m.) average noise level standard is 45 dBA Leq, as shown in Table Noise-2. Table Noise 1 indicates that the average ambient noise level during nighttime hours at the closest sensitive receptors to the southwest is 51 dBA Leq. At the sensitive receptors to the southwest, a project-generated noise level of 51 dBA Leq would result in a total noise level of 54 dBA Leq, resulting in a 3 dBA increase. Therefore, the nighttime noise level standard applicable to the proposed warehouse project is 51 dBA Leq.

The primary noise source associated with operation of the warehouse project is truck and automobile circulation and loading docks. Single family residential land uses are located to the north, west, and south of the project, Lathrop High School is located to the west of the warehouse project, and Interstate 5 (I-5) is located directly east of the project. The warehouse project is located northwest of the intersection of South Manthey Road and Dos Reis Road.

The proposed warehouse project is projected to generate 2,798 daily automobile trips with 203 trips in the morning peak hour and 680 daily heavy truck trips with 95 trips in the morning peak hour (TJKM). Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for cars and 85 dBA SEL at 50 feet for trucks. It was assumed that the morning peak hour could occur during nighttime (10:00 p.m. to 7:00 a.m.) hours.

Saxelby Acoustics conducted noise level measurements at the existing Ashley Facility located at 18290 S Harlan Road in Lathrop, California. Measurements were conducted of the loading dock area during a weekday peak hour of use. Activities during the peak hour include truck arrival/departures, truck idling, truck backing, air brake release, passenger vehicle trips to and from docks, and operation of forklifts. Loading dock activity was found to generate continuous average noise levels of approximately 57 dBA Leq at the edge of the truck maneuvering lanes, approximately 120 feet from the façade of the warehouse building at the center of the loading area. Loading dock activity was assumed to operate at this level continuously during nighttime (10:00 p.m. to 7:00 a.m.) hours.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed equipment, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-

2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. Figure 3 (in Attachment F) shows the noise level contours resulting from operation of the project.

As shown described in the Noise Report, (Attachment F) the proposed warehouse project is predicted to generate noise levels of up to 45 dBA Leq at the nearest residences to the southwest and 39 dBA Leq at the residences to the northeast, resulting in a maximum increase of 0.9 dBA at nearby residences. This complies with the adjusted nighttime noise level standard of 51 dBA Leq and limit of a 3 dBA increase. Therefore, no additional noise control measures are required to achieve compliance with the City of Lathrop noise level standards.

The proposed warehouse project is predicted to comply with the City of Lathrop noise level standards with no additional noise control measures. The proposed project is consistent with the adopted vision and uses identified within the General Plan, and would not result in any new or increased impacts, beyond those noise impacts that were already addressed in the General Plan EIR.

Project Requirement(s)

Requirement N-1: Implement General Plan Policy N-1.15, and Lathrop Municipal Code Section 8.20.110 (Construction of buildings and projects).

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and municipal code amendments. These documents are being updated for consistency with the Lathrop General Plan and its vision for land uses within the Phase 2 Project area. Additionally, all future projects within the Phase 2 Plan area would be subject to the General Plan requirements for noise studies, and policies and actions that limit noise. This impact was adequately addressed in the EIR because any future development within the CLSP Phase 2 area would be required to conduct a site-specific noise analysis to ensure compliance with the standards established by the General Plan. The proposed CLSP Phase 2 Amendment and Municipal Code Update project is consistent with the uses and standards identified in the General Plan and would not result in a new or more severe impact than what was previously analyzed.

Response b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

As describe in the General Plan EIR Impact 3.12-5 construction activities facilitated by the General Plan may include demolition of existing structures, site preparation work, and excavation of below grade levels, foundation work, and new building erection. Demolition for an individual site may last several weeks and at times may produce substantial vibration. Excavation for underground levels may also occur on some project sites and vibratory pile driving could be used to stabilize the walls of the excavated area. Piles or drilled caissons may also be used to support building foundations.

No pile driving is proposed or would be anticipated for construction activities associated with the warehouse development, additionally no existing structures are located onsite so no demolitions are required.

The General Plan EIR (EIR) determined that this impact was less than significant. This impact was adequately addressed in the EIR because the project is consistent with the General Plan and is subject to all best practices related to construction noise included in the General Plan. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

As describe in the General Plan EIR Impact 3.12-5 construction activities facilitated by the General Plan may include demolition of existing structures, site preparation work, and excavation of below grade levels, foundation work, pile driving, and new building erection. Demolition for an individual site may last several weeks and at times may produce substantial vibration. Excavation for underground levels may also occur on some project sites and vibratory pile driving could be used to stabilize the walls of the excavated area. Piles or drilled caissons may also be used to support building foundations.

No additional specific developments are proposed or would be approved as part of the CLSP Phase 2 update and Municipal Code amendments. These documents are being updated for consistency with the Lathrop General Plan and its vision for land uses within the Phase 2 Project area. Additionally, all future projects within the Phase 2 Plan area would be subject to the General Plan requirements for noise studies, and policies and actions that limit noise and vibration such as those presented above in General Plan Action N-2d. The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Response c): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE, AND CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

As described in the General Plan EIR (Chapter 3.9 – Hazards) the northernmost portion of the city is located within the airport influence area (AIA) for the Stockton Metropolitan Airport identified in the ALUCP. The lands within the City Limits that are located in the AIA are not within the Airport’s noise exposure contours.

The General Plan EIR (Chapter 3.12 Noise) determined the General Plan area is not located within two miles of a public or private airport. Therefore item “c” was not further discussed. The proposed project would not expose people in the Project site are or within the Phase 2 Plan Area to excessive noise levels from aircrafts. As such, this topic does not require further analysis. The proposed project would not result in a new or more severe impact than what was previously analyzed.

XIV. POPULATION AND HOUSING -- WOULD THE PROJECT:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a), b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

The proposed limited industrial land uses and the proposed warehouse site development would not directly induce population growth because no new housing units are proposed as part of the project, and does not includes any residential site uses. The proposed warehouse would create local jobs, however, they would not generate significant employment and would not expand the job base such that notable population growth may occur and would not result in growth over what has been planned by the Lathrop General Plan because the types of land uses proposed by the project are consistent with the uses analyzed in the General Plan EIR, at consistent densities and employment generation levels.

The employment growth that would occur as a result of approval and development of the proposed warehouse project was considered in the General Plan EIR. The proposed project is consistent with the land use designation that was addressed in the General Plan EIR, and the environmental effects of the employment growth generated by the project were considered in the analysis of buildout of the General Plan area. Additionally, as described in relevant sections of this document, employment growth attributable to the proposed warehouse project would not result in any significant site-specific environmental impacts related to other environmental topics. There are no aspects of the project as compared to the General Plan EIR that would result in a new significant impact or an impact that is more severe than disclosed in the EIR.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

As described previously the employment growth that would occur as a result of future limited industrial project approvals was considered in the General Plan EIR. The proposed CLSP Phase 2 Plan Area is consistent with the land use designation that was addressed in the General Plan EIR, and the environmental effects of the employment growth generated by the project were considered in the analysis of buildout of the General Plan area. Additionally, as described in relevant sections of this document, employment growth attributable to the proposed project would not result in any significant site-specific environmental impacts related to other environmental topics. There are no aspects of the project as compared to the General Plan EIR that would result in a new significant impact or an impact that is more severe than disclosed in the EIR.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

XV. PUBLIC SERVICES

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
A) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): i) – v): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE AND CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

i, ii) Police and fire protection

Development of the warehouse site and CLSP-2 area for Limited Industrial uses was analyzed in the City’s General Plan EIR. The City’s General Plan EIR analyzed impacts to public services which may occur as a result of buildout of the General Plan.

The General Plan (Public Services and Facilities Element) includes a range of policies and actions to ensure that public services are provided in a timely fashion, are adequately funded, are coordinated between the City and appropriate service agency, and that new development funds its fair share of services. Specifically, Action PFS-1e requires new development to pay its fair share of the cost of on and offsite community services and facilities that are necessary to serve the new development project.

The General Plan includes policies to ensure that fire protection and law enforcement services keep pace with new development. The proposed project is consistent with the uses envisioned for the project area by the General Plan. Development of the Project does not propose, and would not require the development of a new facility or modifications of an existing facility at this time. As such, there are no additional environmental impacts, beyond those disclosed in the relevant chapters of the General Plan EIR that are anticipated to occur.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR because potential new demand for these public services were analyzed. The proposed project would not result in a new or more severe impact than what was previously analyzed.

iii) Schools: Adequately addressed in the General Plan EIR.

WAREHOUSE SITE AND CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

The Project would not require the construction of a new school facility and does not propose the construction of a new school facility which may cause substantial adverse physical environmental impacts. Development of the Project is expected to increase local employment, and some portion of these employees would have school-aged children that could attend either School District depending on where employees choose to live.

School Districts collect impact fees from new developments under the provisions of SB 50. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from taxes, would fund capital and labor costs associated with school services. The adequacy of fees is reviewed on an annual basis to ensure that the fee is commensurate with the service.

The proposed warehouse project is consistent with the General Plan. Development of the project does not propose, and would not require the development of a new school facility or modifications of an existing facility at this time. As such, there are no additional environmental impacts, beyond those disclosed in the relevant chapters of the General Plan EIR.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

iv) Parks: Adequately addressed in General Plan EIR.

WAREHOUSE SITE AND CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

As described in the General Plan EIR, growth accommodated under the General Plan would include a range of uses that would increase the population of the city and also attract additional workers and tourists to the city. This growth would result in increased demand for parks and recreation facilities.

The warehouse project would result in the construction of a limited industrial warehouse building (consistent with the General Plan land use designation and standards) with no proposed recreational facilities. The warehouse project would not directly introduce new

residents to the City as no housing is proposed as part of the project; as such, the project would not be anticipated to result in new residents which would utilize nearby neighborhood parks, regional parks, or other recreational facilities. Employees of the warehouse are generally not anticipated to utilize nearby park areas. The proposed project would not significantly increase the use of existing parks such that substantial physical deterioration of the facility would occur or be accelerated.

The proposed warehouse project is consistent with the General Plan. Development of the Project does not propose, and would not require the development of a park facility or modifications of an existing facility at this time. As such, there are no additional environmental impacts, beyond those disclosed in the relevant chapters of the General Plan EIR that are anticipated to occur.

The EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR because potential new demand for these public services were analyzed. The proposed project would not result in a new or more severe impact than what was previously analyzed.

vi) Other Public Facilities: Adequately addressed in the General Plan EIR.

WAREHOUSE SITE AND CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

As described in the General Plan EIR (Chapter 3.13) development and growth facilitated by the General Plan would result in increased demand for public services, including, libraries, and other public and governmental services. The General Plan includes policies and actions to ensure that public services are provided at acceptable levels and that the City will maintain and implement public facility master plans, in collaboration with appropriate outside service providers and other agencies, to ensure compliance with appropriate regional, state, and federal laws and to provide efficient public facilities and services to Lathrop.

The proposed project would not directly lead to population growth and does not propose any residential uses. Additionally, the Project is consistent with the General Plan. Development of the project does not propose, and would not require the development of other public facilities or modifications of an existing facility at this time. As such, there are no additional environmental impacts, beyond those disclosed in the relevant chapters of the General Plan EIR that are anticipated to occur.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

XVI. RECREATION

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE

The proposed warehouse project does not include any residential uses and would not directly lead to population growth. Demand for parks and recreational facilities within the City would not increase and the use of the City’s existing parks and recreation system would remain substantially the same compared to the existing conditions. Development of the project does not propose, and would not require the development of other recreation facilities or modifications of an existing facility. As such, there are no additional environmental impacts, beyond those disclosed in the relevant chapters of the General Plan EIR that are anticipated to occur. The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

The CLSP Phase 2 Plan Area does not include any residential uses and would not directly lead to population growth. The CLSP-2 amendment would be consistent with the General Plan and would retain all open space and park uses identified by the General Plan within the CLSP-2 area. Demand for parks and recreational facilities within the City would not increase and the use of the City’s existing parks and recreation system would remain substantially the same compared to the existing conditions. The CLSP Phase 2 Amendment and Municipal Code Update does not propose, and would not require the development of other recreation facilities or modifications of an existing facility. However, it is noted that the CLSP-2 includes an extensive network of proposed bicycle and pedestrian facilities, and a proposed multi-use path adjacent to the San Joaquin River levee. As such, there are no additional environmental impacts, beyond those disclosed in

the relevant chapters of the General Plan EIR that are anticipated to occur. The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

XVII. TRANSPORTATION/TRAFFIC -- Would the project:

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Information included in the section is further detailed in Attachment H, Traffic Impact Analysis (TIA) Prepared by: TJKM, August 9, 2023.

RESPONSES TO CHECKLIST QUESTIONS

Responses a): b): Impact adequately addressed in the General Plan EIR.

VMT Impacts

Chapter 3.14 of the General Plan EIR includes a detailed analysis of VMT impacts associated with buildout of the Lathrop General Plan. The General Plan would result in increased VMT for employment-generating land uses and would also result in an increase in total VMT in comparison to the existing condition as well as in comparison to the baseline scenario. The General Plan is expected to result in VMT per employee exceeding 85 percent of baseline for employment-related land uses. This result is due to the change in the balance between jobs and housing in Lathrop that result from the General Plan, which is based upon the large increases in employment shown in Table 3.14-7 of the General Plan EIR.

WAREHOUSE SITE:

As described in the General Plan EIR, the General Plan goals, policies, and implementation measures will achieve meaningful reductions in VMT generated by land uses within the City however, this impact was found to be significant and unavoidable.

The warehouse project is located in TAZ #1744 of the SJCOG model. Currently, TAZ #1744 has five employees coded. The project will add a total of 1,295 employees. There

are three types of employment in this project; warehouse, office, and retail. From the project’s Site Plan, there are 1,400,000 square feet of warehouse, 25,000 square feet of office, and 100,000 square feet of retail. In order to make accurate employment estimates for the proposed warehouse project, the Traffic Study relied on information contained in the Southern California Council of Governments (SCAG) employment density study, which is considered an industry benchmark for employment ratios in California. The SCAG study finds that there are a median of 1,225 square feet per employee for warehouses, 466 square feet per employee for offices, and 1,023 square feet per employee for regional retail. Thus, it is expected that 1,143 new employees will come from the warehouse, 98 employees from the office, and 54 employees for the retail portion. 1,295 employees in the industrial land use category (which is what the SJCOG model uses for warehouses) was added in TAZ #1744 and the project year traffic model was rerun.

Table Cir-1: VMT per Employee Comparison

TAZ	Base Year Average Daily VMT per Employee (per SJCOG Model)	Regional Average (per SJCOG Model)	15% Below Regional Average (per SJCOG Model)	Base Year <u>Plus</u> Project Average Daily VMT per Resident (per Model run)
1744	10.48	19.1	16.2	15.43

TJKM TIA 2023.

As shown in Table Cir-1, the base year average daily VMT per employee for TAZ #1744 is 10.48. Adding in the project’s 1,295 employees brought the daily VMT per employee to 15.43, an increase of 4.95. The project’s 15.43 daily VMT per employee is lower than the San Joaquin County VMT threshold of 16.2. As such, the TIA found that the VMT impacts for the Ashley warehouse project are less-than-significant for the base year, and thus no mitigation is required for VMT impacts attributable to this warehouse project.

The proposed warehouse project is consistent with the uses and development intensities analyzed in the General Plan EIR. As such, the increase in per employee VMT that would result from project implementation was analyzed and accounted for in the General Plan EIR. The City determined that this was a significant and unavoidable impact, and adopted Findings of Fact and a Statement of Overriding Considerations.

Cumulative impacts associated with buildout of the General Plan Planning area were assumed in the General Plan EIR. The EIR prepared for the General Plan included limited industrial site uses consistent with what has been proposed by the warehouse project as well and these included in the CLSP Phase 2 update. The proposed project is consistent with uses identified for the project site by the Lathrop General Plan. This impact was

adequately addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed. There are no peculiar or site specific impacts related to VMT that differ from the analysis and conclusions contained in the General Plan EIR.

Relevant Plans, Policies, and Programs Related to the Transportation Network

As described in the Lathrop General Plan EIR the City adopted a Bicycle Transportation Plan that establishes the City's goals and objectives for bicycle travel. The Bicycle Transportation Plan establishes standards for bicycle facilities and identifies planned bicycle network facilities to address the City's bicycle needs. The General Plan Circulation Element contains Policy CIR-2.1 and Implementation Actions CIR-2a and CIR-2g, which support bicycle and pedestrian routes and facilities and creating an active transportation plan supporting the development and funding of bicycle and pedestrian networks. Furthermore, the General Plan contains additional policies and implementing actions that support access to and the performance of transit, bicycle, and pedestrian facilities. Further, the Plan includes mixed-use development that is supportive of active transportation and transit.

The General Plan includes policies and actions that help make the circulation system, including transit, bicycle, and pedestrian facilities, consistent with applicable programs, plans, policies, and ordinances and address the needs of growth accommodated by the General Plan.

Although the General Plan policies and actions help make the circulation system, including transit, bicycle, and pedestrian facilities, consistent with applicable programs, plans, policies, and ordinances and address the needs of growth accommodated by the General Plan, increasing vehicle traffic may increase the number of collisions on Lathrop roadways, including collisions involving transit users, bicyclists, and pedestrians. The General Plan goals, policies, and implementation measures may achieve meaningful reductions in collisions within the City. The City at this time cannot demonstrate that collisions will be reduced to the degree that it meets these thresholds. Collision reduction also depends on factors such as user behavior, demographic change, household preferences for travel, the cost of fuel, and the competitiveness of other transportation modes relative to driving. Therefore, this impact was considered *significant and unavoidable* in the General Plan EIR.

The proposed warehouse project does not conflict with any of the City's adopted plans or programs related to the transportation network, nor would the project hinder ongoing or future efforts to implement transportation improvements throughout Lathrop. This impact was adequately addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed. There are

no peculiar or site specific impacts that differ from the analysis and conclusions contained in the General Plan EIR.

Pedestrian Impacts

Pedestrian access to the warehouse project site is facilitated by new sidewalks along Dos Reis Road and Manthey Road, and paved walkways within the parking lot and crosswalks. The proposed warehouse project does not conflict with existing and planned pedestrian facilities; therefore, the impact to pedestrian facilities is less than significant. The proposed project is consistent with uses identified for the project site by the Lathrop General Plan. This impact was adequately addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Bicycle Impacts

There are no existing bicycle facilities on De Lima Road, Manthey Road and Dos Reis Road. The project does not conflict with existing and planned bicycle facilities; therefore, the impact to bicycle facilities is less than significant. The proposed project is consistent with uses identified for the project site by the Lathrop General Plan. This impact was adequately addressed in the General Plan EIR. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

Transit Impacts

The project site is within a 3/4 mile of two San Joaquin RTD bus stops, located on the northwest corner of Lathrop Road/Harlan Road and in front of the Save Mart. Due to the lack of development north of Spartan Way, there are sidewalk gaps from the proposed project site to the bus stops. As development in the area increases, sidewalks should be installed to close the gap in pedestrian facilities. Impacts to transit service are expected to be less than significant. The proposed warehouse project is consistent with uses identified for the project site by the Lathrop General Plan. This impact was adequately addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

No additional development is proposed or would be approved at this time. The proposed CLSP-2 Amendment and municipal code amendments are consistent with the land uses and vision described in the General Plan and would be consistent with impacts previously identified. Cumulative impacts associated with buildout of the General Plan Planning area were assumed in the General Plan EIR. The EIR prepared for the General Plan evaluated the impacts of limited industrial site uses consistent with what has been proposed and

included in the CLSP Phase 2 update. The proposed project is consistent with uses identified for the project site by the Lathrop General Plan. This impact was adequately addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Responses c, d): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

Site Access & On-Site Circulation

Vehicular & Truck access to the Property is proposed via four (4) access drives; one (1) access drive on Manthey Rd at the far northeast corner is dedicated for truck ingress/egress onto and from the Project. One (1) public and employee vehicular access mid-block on Manthey Rd is proposed for ingress/egress of the public and employees' access to the retail and office. Two (2) additional access points are proposed along Dos Reis Rd with the most eastern access proposed for public vehicular access to the retail and customer pick-up areas located at the southeast corner of the building. A fourth and final access is closed to the public and trucks and is reserved only for emergency vehicle access.

The warehouse site plan (included on Figure 3) orients the warehouse project to Manthey Rd. Public access to the Property will be provided via Manthey and Dos Reis Roads in the locations shown on the site plan. These points of access and internal circulation provide good access to users, employees, and customers, and serve to keep vehicle traffic and heavy truck traffic separated.

Dedicated truck access located at the very northeast corner of the property is the only access point for ingress and egress of truck traffic. Trucks are restricted from going south of this access point and will come from and to the north towards the Roth Road/Interstate 5 (I-5) interchange only.

The site plan identifies approximately 2,046 parking spaces provided throughout the development. Parking for trucks and employees is provided behind secured, gated access points as depicted on the site plan. Approximately 1,104 trailer parking spaces are provided behind secured, gated access points.

The proposed driveway locations, design, and sight distance are all adequate to ensure operational safety and emergency vehicle access.

The site plan shows all proposed pedestrian facilities on the project frontage and connectivity from Manthey Road to the retail showroom entrance. The project site plan does show four crosswalks connecting the passenger vehicle parking lot to the retail

showroom. The site plan shows two bike rack locations, one on the south side of the building and one on the east side. Sidewalks are planned to be provided within the passenger vehicle parking lot and along the eastern frontage of the building. Additionally, it appears that one sidewalk will front the Intersection #15 entrance (on the north side) that will connect the showroom to Manthey Road. The internal circulation on the project site is considered adequate and no specific site safety hazards have been identified by the TIA. The proposed project is consistent with uses identified for the project site by the Lathrop General Plan. This impact was adequately addressed in the General Plan EIR as demonstrated in the site specific traffic analysis. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

No additional development is proposed or would be approved at this time. The proposed CLSP-2 Amendment and municipal code amendments are consistent with the land uses and vision described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur.

XVIII. TRIBAL CULTURAL RESOURCES

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
<p>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:</p>				
<p>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)?</p>			X	
<p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.</p>			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

As described previously in the Cultural Recourse section of this report, as with any projects the include ground disturbing activities there is a potential for the discovery of prehistoric, ethnohistoric, or historic archaeological sites that may meet the definition of Tribal Cultural Resources (TCRs). Although no TCRs have been documented on the project site, the project is in a region where cultural resources have been recorded and there remains a potential that undocumented archaeological resources that may meet the TCR definition could be unearthed or otherwise discovered during ground-disturbing and construction activities. Due to the possible presence of undocumented TCRs within the project site, construction-related impacts on tribal cultural resources may occur.

The warehouse project would be required to implement all policies and actions included in the General Plan these include Action RR-3b that requires all new development, infrastructure, and other ground-disturbing projects to comply with the following conditions in the event of an inadvertent discovery of cultural resources or human remains:

- a) If construction or grading activities result in the discovery of significant historic or prehistoric archaeological artifacts or unique paleontological resources, all

work within 100 feet of the discovery shall cease, the Community Development Director shall be notified, the resources shall be examined by a qualified archaeologist, paleontologist, or historian for appropriate protection and preservation measures; and work may only resume when appropriate protections are in place and have been approved by the Community Development Director; and

- b) If human remains are discovered during any ground disturbing activity, work shall stop until the Community Development Director and the San Joaquin County Coroner have been contacted. If the human remains are determined to be of Native American origin, the Native American Heritage Commission and the most likely descendants shall be consulted; and work may only resume when appropriate measures have been taken and approved by the Community Development Director.

The implementation of these requirements would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains, and would be consistent with CEQA Guidelines Section 15064.5. The warehouse project would be subject to all applicable policies and actions included in the General Plan EIR intended to minimize and mitigate potential impacts to tribal resources. The General Plan EIR (EIR) determined that this impact was less than significant because any future accidental discovery of a tribal cultural resource would be protected via implementation of the General Plan policy requirements. This impact was adequately addressed in the EIR because there are no known tribal cultural resources on the warehouse project site, and protective measures for the inadvertent discovery of previously unknown resources are in place. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

As described previously the General Plan EIR identified various cultural and historic resources within the City.

Additionally, as described in the General Plan EIR the City of Lathrop conducted consultations with Native American Tribes under Senate Bill 18 (Chapter 905, Statutes of 2004), which requires local governments to consult with Tribes prior to making certain planning decisions. Senate Bill 18 (SB 18) also requires consultation and notice for a general and specific plan adoption or amendments with the purpose of preserving or mitigating impacts on cultural places that may be affected. The City also conducted Tribal consultations under the California Environmental Quality Act (CEQA) ((Public

Resources Code section 21080.3.1 subdivisions (b), (d) and (e)), also known as AB52, provisions which requires consulting for projects within the City of Lathrop's jurisdiction and that are within the traditional territory of the Tribal Organizations who have previously requested AB52 consultations with the City.

Tribal response during the General Plan EIR process included the California Miwok Tribe letter which emphasized that the City of Lathrop engage in government-to-government consultation with the Tribe. The letter also mentioned that there are significant Tribal cultural resources within the City. The Northern Valley Yokut/Ohlone/Bay Mewuk provided mitigation recommendations for when specific projects are implemented in the future and emphasized the need to hire Tribal monitors during construction activities. No further comments or response were received.

All future development projects within the CLSP-2 Area would be required to follow development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of tribal resources. Subsequent projects would be required to prepare site-specific project-level analysis to fulfill CEQA requirements.

The CLSP-2 Amendment and municipal code amendments do not directly propose any changes that would include adverse impacts to historic, archaeological, or cultural resources. Future developments within the CLSP Phase 2 project area may occur which could affect both known and yet to be identified historic and archaeological resources. The Lathrop General Plan includes policies and actions that would both reduce impacts to and conserve cultural, historic, and archaeological resources. Implementation of the policies and actions listed below, combined with CEQA review requirements, and would ensure that impacts to historic and archaeological resources are less than significant. As the City considers future development and infrastructure projects, each project will be evaluated to ensure conformance with the City's General Plan, Municipal Code, and applicable State and local regulations. Development and infrastructure projects would also be analyzed individually for potential environmental impacts as required by CEQA.

All future development within the CLSP Phase 2 Project area would be subject to all relevant General Plan policies and actions that provide protections for cultural, historical, and tribal resources. As future developments are proposed within the CLSP Phase 2 area they would be developed under a Limited Industrial use category (consistent with the General Plan), and would be required to be analyzed for site specific impacts consistent with their project descriptions and site plans. Future projects would be required to be reviewed in compliance with the General Plan and municipal code requirements and the California Environmental Quality Act (CEQA). No additional development is proposed or would be approved at this time. The proposed CLSP-2 Amendment and municipal code amendments are consistent with the land uses and

vision described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur.

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

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reductions goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

Water: As described in the General Plan EIR, development and growth in the City under the General Plan would result in increased demand for water supplies, including water conveyance and treatment infrastructure. The General Plan includes policies and actions to ensure that water supplies are provided at acceptable levels and to ensure that development and growth does not outpace the provision of available water supplies.

The General Plan includes a range of policies designed to ensure an adequate water supply for development and to minimize the potential adverse effects of increased water use. Projected water demands associated with General Plan buildout would not exceed the projected available water supplies during normal years, and the General Plan includes a comprehensive set of goals, policies, and actions to ensure an adequate and reliable source of clean potable water. Nevertheless, as described in the WSA prepared for the General Plan EIR, it is anticipated that the City, with implementation of the General

Plan, would have a slight deficiency in water supplies during multiple dry years 3 and 4 at buildout.

It is anticipated that water supply infrastructure will need to be extended to serve development of the site and these services are immediately available at the project boundary. All development in the city would be required to connect to existing water distribution infrastructure in the vicinity of each site, pay the applicable water system connection fees, and pay the applicable water usage rates. Future projects may be required to implement site specific and limited off-site improvements to the water distribution system in order to connect new project sites to the existing water infrastructure network. No new or expanded facilities are proposed or would be required from implementation of the proposed project. The project would include new employees and site uses consistent with the General Plan land uses and standards.

This impact was adequately addressed in the General Plan EIR because the infrastructure needed to serve buildout of the General Plan was fully analyzed in the General Plan EIR, and the proposed warehouse project is consistent with the development assumptions analyzed in the EIR. The proposed warehouse project would not result in a new or more severe impact than what was previously analyzed.

Wastewater: As described in the General Plan EIR, wastewater treatment facilities that serve the City include the MWQCF and the LCTF. These facilities are described below.

The City of Lathrop owns 14.7 percent of the MWQCF capacity by contract with the City of Manteca. The City does not participate in the operation of the facility, nor does it receive recycled water from the facility. As discussed in the City's Municipal Service Review and Sphere of Influence Plan, and as listed in Table Utilities 1-, the City is allocated 1.45 mgd of the total 9.87 mgd facility capacity. The MWQCF is permitted for future expansions of up to 26.97 mgd, of which the City would be allocated a maximum of 14.7 percent capacity or 3.97 mgd. Treatment at the MWQCF consists of primary sedimentation followed by roughing biotowers, conventional activated sludge, secondary clarification, tertiary filtration, and ultraviolet disinfection. Disinfected tertiary effluent is discharged to the San Joaquin River. A portion of the secondary effluent is not disinfected and is used to irrigate medians and agricultural fields.

TABLE UTILITIES 1- FUTURE SEWER CAPACITY, MGD

Year	2016	2020	2025	2030	2035	2040	BUILDOUT 2050
<i>DEMAND</i>							
<i>MWQCF Projected ADWF</i>	1.08	1.23	1.36	1.37	1.38	1.39	1.47
<i>LCTF Projected ADWF</i>	0.61	1.33	2.18	3.03	3.67	4.30	5.61
<i>ADWF Total</i>	1.69	2.56	3.54	4.40	5.05	5.69	7.08
<i>TREATMENT CAPACITY</i>							
<i>MWQCF</i>	1.45	1.45	1.45	1.45	1.45	1.45	1.45
<i>MWCQF Improvements</i>	0	0	0	0	0	0	0
<i>LCTF</i>	0.75	0.75	0.75	0.75	0.75	0.75	0.75
<i>LCTF Phase I</i>	0.25 ^(a)	0.25	0.25	0.25	0.25	0.25	0.25
<i>LCTF Phase II</i>	Not Complete ^(b)	1.33 ^(b)	1.0	1.0	1.0	1.0	1.0
<i>LCTF Phase III</i>		Not Complete ^(c)	2.0	2.0	2.0	2.0	2.0
<i>LCTF Phase IV(d)</i>					2.0	2.0	2.0
<i>Treatment Total</i>	2.45	3.78	5.45	5.45	7.45	7.45	7.45

SOURCE: LATHROP GENERAL PLAN EIR; WEST YOST ASSOCIATES, 2018. NOTES:

(A) COMPLETED IN 2017

(B) FACILITY IS SUBSTANTIALLY COMPLETED AS OF JUNE, 2018. FULL TREATMENT CAPACITY OF 1.5 MGD WILL BE AVAILABLE WHEN RIVER DISCHARGE BEGINS OPERATION IN LATE 2022, AS STORAGE AND DISPOSAL LIMITS WILL BE ELIMINATED, BUT WILL BE REDUCED TO 1.0 DUE TO HIGH BOD LOADING

(C) FACILITY IS UNDER DESIGN AND WILL BE AVAILABLE BY 2024

(D) LCTF PHASE IV IS EXPECTED TO BE AVAILABLE BY 2035

The LCTF is City-owned but operated by a private contractor, Veolia Water NA. The LCTF's treatment capacity was expanded to 2.5 mgd, with the completion of an expansion in 2018 and the capacity will be increased to 5.0 mgd with an expansion expected to be completed in 2025. The LCTF is planned to be expanded to a future permitted capacity of 6.0 mgd.

Wastewater treatment and disposal at the LCTF is regulated under the California Regional Quality Control Board Central Valley Region Waste Discharge and NPDES Requirements. LCTF applies the effluent to land for irrigation purposes as well as to the San Joaquin River through a recently constructed recycled water river discharge. The wastewater treatment processes at the LCTF includes secondary treatment, tertiary infiltration, and disinfection prior to storage and disposal. The LCTF produces disinfected

tertiary recycled water suitable for irrigation at parks, landscape strips, median islands, pond berms, and agricultural fields.

Wastewater treatment processes at the LCTF include secondary treatment, tertiary filtration, disinfection, and reuse for irrigation of agricultural and landscape use areas. The following major components make up the LCTF:

- Raw wastewater undergoes screening and grit removal prior to entering the influent pump station. A 0.95 MG steel tank provides diurnal flow equalization and short-term emergency storage. Wastewater in the tank is automatically returned to the influent pump station as treatment capacity becomes available.
- From the influent pump station, wastewater is distributed evenly to two Membrane Bioreactor treatment trains for a combined treatment capacity of 1.0 mgd. Each Membrane Bioreactor train includes an anoxic basin, recirculation mixers, an aeration basin, anoxic pumps, aeration and membrane blowers, membrane modules, a membrane tank, mixed liquor recycle pumps, and filtrate pumps.
- Disinfection is accomplished using sodium hypochlorite solution in a chlorine contact tank that provides more than 32 minutes of modal contact time. If disinfection fails, the effluent is rerouted back to the emergency storage basin and retreated.
- Tertiary treated effluent is discharged into Pond S5 for immediate storage, and is then transferred to off-site storage in Ponds S1, S2, S3, S6, S16, and the Crossroads Wastewater Treatment Effluent Storage Ponds A, B, and C.
- Waste activated sludge generated from LCTF is pumped to the solids handling facility located at the adjacent Crossroads Wastewater Treatment Facility. The solids handling facility includes a 0.19 MG aerobic sludge storage tank, two belt filter presses, and a concrete drying bed used for supplemental air drying of dewatered sludge when conditions permit. Air-dried sludge is temporarily stored on the drying bed until transportation to the City of Merced for land application.
- The City's existing recycled water system is governed by its NPDES permit and General Order through the California Regional Quality Control Board. The distribution system consists of three storage ponds; S5, S6 and S-28, and their associated pump stations. The City has approximately 30.3 miles of recycled water pipeline, as of 2018.

The RWQCB approved a San Joaquin River Discharge NPDES in 2020 and expires 31 March 2025. The City has constructed the required modifications to the LCTF to add required de-chlorination facilities and have constructed an outfall pipeline from the LCTF to the San Joaquin River. Developer Funding Agreements for the NPDES facilities return storage ponds and spray fields to the developers who funded the NPDES project, except

for Ponds S5, S6, A, B and C located at the LCTF plus Pond S16 on Stewart Tract which will all be retained as part of the permanent recycled water system.

As described in the General Plan EIR, Impact 3.15-3. The projected flows of the General Plan for the MWQCF and LCTF are not expected to exceed the treatment capacity available for treatment, under the General Plan. Given that projected wastewater generation volumes associated with General Plan buildout is not anticipated to exceed the capacity of the wastewater treatment provider to have adequate capacity, this impact was found to be less than significant.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Stormwater: As described in the General Plan EIR, development under the General Plan would result in increased areas of impervious surfaces throughout the General Plan Planning Area, resulting in the need for additional or expanded stormwater drainage, conveyance, and retention infrastructure. The stormwater infrastructure necessary to serve the proposed project would involve development of some facilities on-site, extension of infrastructure to connect to existing facilities and connections to facilities within roadway rights-of-way. As part of the development review process the project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Project Requirement Hydro 2 requires the project applicant to submit a detailed Stormwater Control Plan constant with General Plan Action PFS-4.5, and the criteria set forth in the Lathrop Stormwater Program.

The General Plan EIR determined that this impact was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

Water: The City will supply potable water to the CLSP-2 Amendment Plan Area. The CLSP-2 Amendment Developers will fund the provision of water service. The City will provide potable groundwater from the City's existing well field and potable surface water from Phase 1 and/or the Phase 2 expansion of the South County Surface Water Supply Program (SCSWSP) by the South San Joaquin Irrigation District (SSJID).

The City has prepared a citywide 2020 Urban Water Management Plan (UWMP). The Plan reflects the City's existing and future water demands (including those of the Plan Area) compared to available water supplies to ensure that adequate water is, or will be, available to accommodate the CLSP-2 Amendment. The studies conclude that with the

combined groundwater and SCSWSP surface water sources adequate water supplies would be available to serve the CLSP-2 Amendment Plan Area.

This impact was adequately addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Wastewater: When the City adopted the CLSP in 2004, a public sewer system did not exist in the CLSP Plan Area. Existing rural residences and other developments disposed of their wastewater through private septic systems and/or leech fields. However, a public sewer system was installed with the CLSP Phase 1 development that was oversized for the CLSP Phase 2 Plan Area. New pipes and a new pump station will be required within the CLSP-2 Amendment Plan Area that will connect to the existing infrastructure within Phase 1. CLSP-2 Amendment Developers will fund or construct the new infrastructure through the payment of development impact fees.

This impact was adequately addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Stormwater: An existing levee along the San Joaquin River protects the Plan Area from flooding RD-17 operates and maintains the levee. The Federal Emergency Management Agency (FEMA) has categorized the Plan Area as being in Zone X as shown on Flood Insurance Rate Map (FIRM) panel numbers 06077C0605F and 06077C0610F. The Zone X definition relevant to the Plan Area is “areas protected by levees from 1% annual chance flood”.

The RD-17 levee system has been undergoing seepage berm and/or other improvement repair/_upgrade projects to increase the resistance to under-seepage and through-seepage in order maintain compliance with applicable Federal, State, and local standards. A minimum 120 foot “no-build” buffer along the levee as measured from the levee toe is provided within the CLSP-2 Amendment Plan Area to allow adequate space for future improvements if/when needed.

RD-17 has been working with the Department of Water Resources (DWR) and the Central Valley Flood Protection Board (CVFPB) to evaluate options for providing 200-year protection for the Mossdale Tract including the CLSP-2 Amendment Plan Area. The 120’ “no-build” buffer within the CLSP-2 Amendment Plan Area provides sufficient area to accommodate any 100-year improvements and any additional incremental improvements to provide 200-year protection in the future in conjunction with the Mossdale Tract 200-year flood protection improvements to meet the urban level of flood protection criteria.

Using design standards developed in cooperation with the City, the CLSP drainage improvement program will provide for efficient discharge of runoff from a 10-year storm event while also protecting the site from flooding during a 100-year storm event. It is also desirable that a high degree of design flexibility be incorporated into the drainage program. This flexibility will allow sufficient latitude for each new development within the CLSP-2 Amendment Plan Area to design an internal system that meets its site-specific needs, so long as the design is consistent with the overall CLSP-2 Amendment Plan Area Drainage Plan.

The CLSP area is part of a larger watershed known as “the Northern Area” that includes areas both east and west of Interstate 5.

The CLSP-2 Amendment Plan Area is about 20 feet lower than the top of the adjacent San Joaquin River levee. Therefore, runoff must be pumped over/through the levee. To avoid adverse impact to the levees near the CLSP Plan Area, peak discharge is limited to 30% of the 100-year flow rate from the watershed as stated in the 2004 CLSP and CLSP EIR. Therefore, the CLSP-2 Amendment incorporates on-site detention to store excess runoff during periods of peak storm activity.

Two storm drain outfalls to the San Joaquin River exist within the CLSP Plan Area. One outfall is located within the Phase 1 area and the other is located within the Phase 2 area. The outfalls are sized to accommodate the development of the CLSP-2 Amendment Plan Area.

An existing storm drain force main is located within Dos Reis Road and connects existing development east of Interstate-5 to the existing outfall located at the end of Dos Reis Road.

When the City approved the 2004 CLSP, runoff from the CLSP Plan Area was collected in a system of shallow agricultural ditches, roadside ditches, and percolation basins with some small private agricultural pumps that discharged water to the San Joaquin River. However, public storm drain infrastructure is now available that was built with Phase 1 of the CLSP. Existing pipes are located at the northern end of Golden Valley Parkway just south of Dos Reis Road and at the northern end of Stanford Crossing.

Shallow groundwater exists throughout the CLSP-2 Amendment Plan Area and is influenced by both the water level in the river and sub-surface flow from areas of higher elevation to the east, as well as local irrigation practices. Even though the groundwater level may decline with a reduction in farming activities, it is expected that this high ground water condition will generally persist after development, impacting both construction and the future operation of the storm drain system. Infiltration into the

storm pipes through joints and underground structures can result in excessive pumping demands throughout the life of the project. This impact will be reduced by proper installation of pipes having rubber gasket sealed joints.

High groundwater levels can also impact the effectiveness of detention basins. To the extent that groundwater enters the basins, the storage available for the runoff is diminished. There are no detention basins proposed, however if a detention basin is proposed in-lieu of underground storage, the bottom of the basin will be designed to maintain a minimum of two feet of separation from groundwater or other design measures will be implemented such as impervious liners with sub drain systems.

Runoff from the CLSP-2 Amendment Plan Area is designed to discharge to the river through an existing outfall located near the southwest corner of the CLSP-2 Amendment Plan Area at the end of Dos Reis Road and the existing outfall within the Phase 1 area. The existing outfalls are regional facilities. As shown on Figure 6.7 in the CLSP-2, the CLSP-2 Amendment Plan Area will consist of a system having the following three integrated components.

- Gravity lines that collect and deliver surface runoff;
- “Watershed” detention facilities that hold the runoff; and
- A pump station and force main that conveys water to an existing San Joaquin River outfall structure.

The CLSP-2 Amendment Plan Area consists of two major drainage sheds with underground storage pipes to reduce the peak discharge from the Plan Area to the San Joaquin River. Watershed 4 is a part of both the Central Lathrop Specific Plan Phase 1 and this Phase 2 Specific Plan Amendment. The CLSP-2 Amendment proposes to modify the boundary of the existing Watershed 4 to better align with existing property boundaries.

The modification to the watershed 4 boundary will require additional storage which can be accomplished with large diameter storm drain pipes.

In addition to the added storage, a new 39cfs pump will need to be added to the existing Phase 1 storm drain pump station. The pump station is already set up to accept the additional pump so physical pump station modifications are not expected.

The remainder of the CLSP-2 Amendment Plan Area falls within Watershed 3. Large diameter storm drain pipes will be utilized to provide the required underground storage. The underground pipe storage system location will be dispersed throughout the CLSP-2 Amendment Plan Area, with individual developments responsible for a per acre

proportional share of the overall storage requirement. A new pump station and force main will be constructed that will connect to an existing outfall structure. The existing outfall structure will need to be retrofit to meet current design standards. The existing headwall is expected to remain in-place, but the existing pipes connecting to the headwall will need to be removed and replaced near to the top of the levees to increase the elevation of the pipes. New valves will also need to be added to the pipes as required by the current design standards.

The proposed stormwater collection system functions by discharging all runoff directly into the river up to the point where the runoff rate exceeds the capacity of the pump station. When the rate of runoff exceeds the pump station capacity, water “backs up” into the detention pipes until the runoff rate declines and once again equals the capacity of the pump station. The water level in the storage pipes then decreases, emptying completely.

Based on a preliminary design analysis the approximate volume of the underground storage and maximum allowable discharge rates are summarized in Table Utilities-2. Storage is based on the maximum discharge rate shown.

TABLE UTILITIES-2: WATERSHED DETENTION FACILITIES AND PUMP STATION SIZES

Watershed	Maximum Pumping Rate	Total Storage
	CFS	Acre-feet
3	176.7	1.53
4	78.6	17.36
Total	255.3	18.89

A key element of the CLSP-2 Amendment Plan Area storm drain system is its ability to handle the runoff that occurs during a high intensity storm. The drainage system provides multiple layers of protection based on the severity of storm events:

- 10-year Event - The underground system is designed with capacity to accommodate the drainage flows anticipated to occur as a result of a 10-year storm event.
- 10 to 100-year Event - When the capacity of the underground system is exceeded during an intense storm event (in excess of a ten-year event), water flows will be detained in underground storage pipes, designed for the 100-year storm event and distributed throughout the CLSP-2 Amendment Plan Area. This design method keeps the flow depth underground, within acceptable limits (i.e., one foot below floor elevations) and the threat of flooding posed to private property is minimized. An alternative design could be to allow the streets to flood and provide

overland release by means of a descending gradient directing surface flow towards a proposed detention basin. This type of design would require flow in the streets.

- 10 to 100-year Event with Pump Discharge limited – The CLSP-2 Amendment Plan Area storm drain system is also designed to provide flood protection in circumstances requiring a reduction in flow rates of the system pumps that discharge into the San Joaquin River. The Central Valley Flood Protection Board and the City may limit river discharge to pre-development levels whenever the river stage exceeds certain flood elevations. When pump discharge is limited, the CLSP-2 Amendment Plan Area must be able to accommodate the volume of a 100-year, 24-hour storm without flooding buildings. Under these extreme circumstances, the volume of water that must be stored in the Plan Area may exceed the capacity of the detention facilities and will be held in the streets, parking lots and/or other areas.

The CLSP-2 Amendment Plan Area grading concept preserves the elevation of the streets within the watershed at approximately the same elevation as existing conditions. During a rare condition, when the San Joaquin River is high and the stormwater pumps must be reduced, the underground storage allows runoff to be spread throughout the shed avoiding excessive depth of inundation in any one area.

The 2022 Lathrop General Plan amendment changing residential uses to Limited Industrial uses in the CLSP-2 Amendment Plan Area is consistent with the floodplain management strategy included in the San Joaquin Area Flood Control Agency (SJAFCA) 200-year Fix-in-Place levee improvement project for the Mossdale Tract as limited industrial uses will occur in the CLSP-2 Amendment Plan Area instead of residential development.

This impact was adequately addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Response b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

As described in the General Plan EIR, West Yost developed a WSA for the City of Lathrop General Plan Update. In the WSA, West Yost summarized the land uses in the General Plan Update, projected future demand at Buildout (projected in 2040) and compared the projected water demand to the water supply documented in the City's 2020 Urban Water Management Plan UWMP, and the SSJID 2020 UWMP. A comparison of the available water supply and projected demands at buildout of the General Plan is shown in the General Plan EIR Table 3.15-5.

As indicated in Table 3.15-5, based on the assumptions presented in the WSA, the City would have a 2 percent deficiency in water supplies to serve development of the proposed project land uses during some dry years (i.e during dry year 3 and dry year 4).

While the 2020 UWMP water use projections are the best available currently, water use projections will be re-evaluated in future UWMP updates, based on the new regulations. If the City’s growth projections and/or allocation of land use are updated based on the current General Plan, then the ability to serve new growth may need to be re-evaluated. The General Plan includes a range of policies and actions (listed below) to ensure that the City’s water supply plans are updated to address development and land use changes in order to ensure that future supply levels meet demands. For example, Policy PFS-2.1 requires the City to manage the water system to ensure that the water supply is adequate to meet the needs of existing and future development and is utilized in a sustainable manner. Nevertheless, based the available data, the City is anticipated to have a slight deficit of water supplies during dry years 3 and 4 if the levels of potential new growth analyzed in this EIR occur by 2040.

The proposed warehouse project would add limited industrial uses and would increase the city’s employment base. However, these site uses are generally not water intensive in comparison to agricultural, parks, Institutional, and residential use as shown in Table Utilities 2 below.

TABLE UTILITIES 2. WATER USE FACTORS BY LAND USE TYPE			
Land Use Designation	Water Use Factor		
	2021 Urban Water Management Plan ^(a)		Units
	City Wide	River Islands	
Low Density Residential (LDR)	330	315	gpd/du
Medium Density Residential (MDR)	250	235	gpd/du
High Density Residential (HDR)	135	--	gpd/du
General Commercial	860	--	gpd/ac
Industrial	1200	--	gpd/ac
Parks	2,450	--	gpd/ac
Public/Institutional	1500	--	gpd/ac

(a) Based on unit water demand factors used in the 2020 Urban Water Management Plan (EKI, June 2021). These factors were developed using unit water factors presented in the 2019 Water System Master Plan but updated based on additional water use data for 2017 to 2019.

The General Plan includes a range of policies designed to ensure an adequate water supply for development and to minimize the potential adverse effects of increased water use. Projected water demands associated with General Plan buildout would not exceed the projected available water supplies during normal years, and the General Plan includes a comprehensive set of goals, policies, and actions to ensure an adequate and

reliable source of clean potable water. Nevertheless, as described in the General Plans WSA, it is anticipated that the City, with implementation of the General Plan Update, would have a slight deficiency in water supplies during multiple dry years 3 and 4. Therefore, impacts associated with sufficient water supplies were determined to be significant and unavoidable in the General Plan EIR.

The proposed project is consistent with long range planning identified in the City's General Plan. This impact was adequately addressed in the General Plan EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

The CLSP Phase 2 Plan Area does not include any residential uses and would not directly lead to population growth. No additional development is proposed or would be approved at this time. The proposed CLSP-2 Amendment and municipal code amendments are consistent with the land uses and vision described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur.

c): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

The City's wastewater collection system service area is generally contiguous with the city limits. The City currently provides wastewater service to approximately 6,100 residential, commercial, industrial and institutional/governmental properties.

As described in the General Plan EIR, Impact 3.15-3. The projected flows of the General Plan for the MWQCF and LCTF are not expected to exceed the treatment capacity available for treatment, under the General Plan. Given that projected wastewater generation volumes associated with General Plan buildout is not anticipated to exceed the capacity of the wastewater treatment provider to have adequate capacity, this impact was found to be less than significant.

The General Plan includes a range of policies designed to ensure an adequate wastewater treatment capacity for development. For example, Policy PFS-3.5 requires that the City review new development applications in order to ensure that new growth does not exceed the availability of adequate sewage treatment capacity or predate the presence of necessary infrastructure. Additionally, implementing action PFS-3a requires the City to update the IWRMP regarding wastewater collection and treatment every five years, or as needed; the update is also required to be reviewed annually for adequacy and consistency with the General Plan.

As described above, the City must also periodically review and update their applicable master plans, and as growth continues to occur within Lathrop, the City will identify necessary system upgrades and capacity enhancements to meet growth, prior to the approval of new development. Given that projected wastewater generation volumes associated with General Plan buildout is not anticipated to exceed the capacity of the wastewater treatment provider to have adequate capacity, this impact was found to be less than significant, in the General Plan EIR.

The proposed warehouse project is consistent with the uses and policies identified in the General Plan. This impact was adequately addressed in the EIR because the wastewater generated by the proposed project was accounted for the EIR analysis. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

The CLSP Phase 2 Plan Area does not include any residential uses and would not directly lead to population growth. No additional development is proposed or would be approved at this time. The proposed CLSP-2 Amendment and municipal code amendments are consistent with the land uses and vision described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur.

Responses d), e): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE:

As described in the General Plan EIR, the development of land uses under the General Plan would increase solid waste disposal needs. The Forward Landfill serves the city and has a cease operation date of 2039 and has sufficient capacity to serve the City of Lathrop. Forward Landfill has a remaining landfill capacity of over 22,100,000 tons, and has a current maximum permitted throughput of 8,668 tons per day. It has a total maximum capacity of 59,160,000 cubic yards. The additional solid waste generation associated with buildout of the General Plan, approximately 196.4 tons per day at total buildout, to the Forward Landfill would not exceed the landfill's remaining and additional capacity until landfill closure in 2039. The City will need to secure a new location or expand existing facilities when the Forward Landfill is ultimately closed, if a new permit is not issued at a later date for a cease operation date beyond 2039. There are several options that the City will have to consider for solid waste disposal at that time, including the construction of new facilities or expansion of existing facilities.

As described above, there is adequate landfill capacity to serve the proposed project, and the project would be required to comply with all applicable statutes and regulations related to solid waste. The General Plan EIR determined that this impact was less than

significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

The CLSP Phase 2 Plan Area does not include any residential uses and would not directly lead to population growth. No additional development is proposed or would be approved at this time. The proposed CLSP-2 Amendment and municipal code amendments are consistent with the land uses and vision described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur.

XX. WILDFIRE

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Existing Setting

The proposed project is not located within a State Responsibility Area (SRA), or area identified with wildland fire risks.

Responses to Checklist Questions

Response a-d): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE, CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

The City is not located in or near any State Responsibility Areas and there are no lands classified as very high fire hazard severity zones (VHFHSZ) within or near the Lathrop Planning Area. Therefore, as described in the General Plan EIR the General Plan would have no impact related to wildfire risks associated with lands in or near State Responsibility Areas or lands classified as very high fire hazard severity zones. The proposed project is consistent with the uses and policies identified in the General Plan. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE --

	<i>Significant Impact Peculiar to the Project or the Project Site</i>	<i>Significant Impact due to New Information</i>	<i>Impact Adequately Addressed in the General Plan EIR</i>	<i>Impact not Previously Addressed in General Plan EIR</i>
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE, CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

As described throughout the analysis above, the proposed project would not result in any significant impacts that would substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal to the environment. The project would not result in impacts to known cultural, historical, archaeological or tribal resources.

All potentially significant impacts related to plant and animal species would be reduced to a less-than-significant level through the application of uniformly applied development policies and/or standards. The proposed project is required to implement a range of standard and uniformly applied development policies and standards, most of which are identified in the Lathrop General Plan and General Plan EIR. The cumulative impacts associated with development of the project were considered, analyzed and disclosed in the General Plan EIR. The project would not result in any cumulative impacts that were not contemplated in the General Plan EIR. The project would not result in any peculiar

site-specific impacts, impacts to biological resources or impacts to cultural and/or historical resources. All potentially significant impacts to cultural and/or historical resources would be reduced to a less than significant level through the implementation of minimization policies and actions contained in the Lathrop General Plan and through the application of other uniformly applied standards such as compliance with other local and state requirements, as described previously in this report.

The proposed project would implement requirements aimed at reducing stormwater pollutants and runoff, as well as through compliance of various state, regional and local standards. Specifically related to ensuring the continued sustainability of biological resources through adaptive management, Project Requirement Bio-1 ensures the project proponent seeks coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Through the application of uniformly applied development policies and/or standards, the project would not result in any cumulative impacts related to biological resources. The General Plan EIR determined that a Substantial Adverse Effects on Fish, Wildlife, and Plant Species was less than significant. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Response b): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE, CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

The General Plan's environmental review assumed full development and buildout of the Project area, consistent with the uses and density proposed by the project. The cumulative impacts associated with buildout of the CLSP Phase 2 Plan Area, including the project site, were fully addressed in the General Plan EIR, and the cumulative conditions in and around Lathrop have not changed such that the cumulative analysis and conclusions in the General Plan EIR would be altered or invalidated. Additionally, as described throughout the analysis above, the proposed project would not result in any significant individual impacts with the application of uniformly applied development policies and/or standards. However as described in the Lathrop General Plan EIR several impacts were found to be cumulatively significant as described in the Lathrop General Plan Chapter 4.0. The proposed project is consistent with the uses and policies identified in the General Plan. This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

Response c): Adequately addressed in the General Plan EIR.

WAREHOUSE SITE, CLSP PHASE 2 AMENDMENT AND MUNICIPAL CODE UPDATE:

As described throughout the analysis above, the proposed project would not result in any significant impacts that would have environmental effects which will cause substantial adverse effects on humans. The analysis in the relevant sections above provides the application of uniformly applied development policies and/or standards to reduce impacts on humans. Compliance with the Lathrop General Plan, including the applicable policies and requirements identified throughout this document, and through the application of a variety of uniform standards and requirements including those related to air quality, biological resources, cultural resources, hazardous materials, geologic hazards, water pollution and water quality, and noise, ensure any adverse effects on humans are minimized to the extent feasible. However, the General Plan EIR determined that this impact was significant. As described throughout the General Plan's EIR analysis, the General Plan reduces environmental effects including effects that directly and indirectly impact humans through implementation of goals, policies and implementation measures provided in the City's General Plan. However, several environmental impacts would still be considered significant and unavoidable (listed in EIR Section 4.4). These impacts include increases in localized noise, considerable increases of criteria pollutants, reduced air quality, and visual degradation, which may cause substantial adverse effects on humans and the way humans interact with their environment.

This impact was adequately addressed in the EIR. The proposed project would not result in a new or more severe impact than what was previously analyzed.

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