

## ITEM 5.1

### CITY MANAGER'S REPORT OCTOBER 11, 2021 CITY COUNCIL REGULAR MEETING

**ITEM:** PUBLIC HEARING (PUBLISHED NOTICE) TO CONSIDER THE SCANNELL PROPERTIES INDUSTRIAL PROJECT GENERAL PLAN AMENDMENT NO. GPA-20-139, REZONE NO. REZ-20-140, SITE PLAN REVIEW NO. SPR-20-141, AND TENTATIVE PARCEL MAP NO. TPM-20-142

**RECOMMENDATION:** Council to Consider the Following:

1. Hold a Public Hearing; and
2. Adopt a Resolution Adopting the Initial Study and Mitigated Negative Declaration for the Scannell Properties Industrial Project.
3. Adopt a Resolution Approving a General Plan Amendment from SC, Service Commercial to GI, General Industrial
4. First Reading and Introduce an Ordinance to Approve a Zoning Map Amendment from CS, Service Commercial to IG, General Industrial.
5. Adopt a Resolution Approving the Site Plan Review for the Scannell Properties Industrial Project to Construct Three (3) Industrial Warehouse Buildings Totaling 191,160 sq. ft. in Size.
6. Adopt a Resolution Approving a Vesting Tentative Parcel Map to Subdivide an Existing 18.2 Acre Parcel into Four (4) Parcels: Parcel 1 is 6.54-acres, Parcel 2 is 5.58-acres, Parcel 3 is 3.50-acres, and Parcel 4 is 2.52-acres.

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#### SUMMARY:

The applicant is requesting approval of a General Plan Amendment, Rezone, Site Plan Review and Vesting Tentative Parcel Map to construct three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft.

The Tentative Parcel Map would subdivide an existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3) and Parcel 4 is 2.52-acres.

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The General Plan Amendment would modify the existing SC, Service Commercial Land Use Designation to GI, General Industrial. The Rezone would modify the existing CS, Service Commercial Zoning District to IG, General Industrial, matching the proposed General Plan Land Use Designation. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin.

**SITE DESCRIPTION:**

The project site is located near the easterly boundary of the City of Lathrop, south of Lathrop Road (1520 Lathrop Road (APN: 198-040-14)). The site is currently vacant land and is bordered by the Sharpe Army Depot to the north, existing Service Commercial development to the west, existing General Industrial development to the east and south, and existing Limited Industrial uses to the south. The project site is generally flat, with an elevation range for the entire project site of approximately 16 to 23 feet above sea level. The property has a General Plan land use designation of SC, Service Commercial and is within the CS, Service Commercial Zoning District.

**BACKGROUND:**

As stated above, the subject site is vacant and undeveloped. Based on the Phase 1 Environmental Site Assessment (ESA) prepared as part of the Initial Study/Mitigated Negative Declaration (IS/MND), the project site had historically been utilized as a truck storage yard. The Phase 1 ESA identified that in 1975, the project site was developed with the Reiter Truck Company truck storage yard. The subject site appeared to consist of a large lot utilized for long haul truck and equipment storage, a northwestern portion of the subject site was improved with several small buildings/shed structures and what appeared to be two (2) covered truck ports that may have been utilized for truck maintenance located on the central eastern portion of the subject site. By 1982, the covered truck ports were no longer shown on aerial photographs. By 2005, no truck storage yard, or associated structures and/or storage equipment was shown on the subject site. According to aerial photographs, the subject site has been vacant and undeveloped since then.

During the development of the Mossdale Village area in the 2000's, the project site was dedicated to the City of Lathrop from Pacific Union Homes to be utilized as a sprayfield for treated effluent from the City's Wastewater Treatment Plant. With the dedication, a right of reverter was established on the property, stipulating that if the project site was no longer used as a spray field, the property ownership would revert back to Pacific Union Homes (PUH).

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The project is Conditioned to complete the reverter process to transfer ownership back to PUH prior to approval of the first Parcel Map or issuance of the first Building Permit, whichever occurs first.

**ANALYSIS:**

Site Plan & Onsite Circulation

As stated previously, the proposed project includes construction of three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. The project is designed to provide a total of 236 automobile parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors.

Specifically, off-street parking is provided as follows:

<b>Building Number</b>	<b>Square Footage (sq. ft.)</b>	<b>Automobile Parking Spaces Required</b>	<b>Automobile Parking Spaces Provided</b>	<b>Commercial Truck Trailer Spaces</b>
1	70,200	85	135	38
2	78,400	50	55	38
3	42,560	30	60	25
<b>Total</b>	<b>191,160</b>	<b>165</b>	<b>250</b>	<b>101</b>

Automobile parking spaces are nine (9) by eighteen (18) feet in size, meeting the requirements per Section 17.76.030: *Standards for off-street and on-street parking facilities*. The commercial truck trailer parking spaces are twelve (12) by fifty-five (55) in size. Bicycle parking is required per Section 17.76.120: *Bicycle parking and storage standards* at five (5) percent of the total automobile parking spaces required, which equals eight (8) bicycle parking spaces. Bicycle parking spaces are required, as a Condition of Approval, to be located near main pedestrian entrances for each building. Off-street parking for commercial trucks and trailers are located behind each building, screening commercial trucks and trailers from Lathrop Road.

The proposed project includes two (2) driveways to access Lathrop Road, one (1) located in the north western portion of the project site and one (1) located at the existing "D" Street (to be formally named during the Parcel Map process) along the eastern portion of the project site. The Lathrop Road access point is located at the northwest corner of the project site. The access point will allow right-in/right-out turn movements only since left turn movements are prohibited by the existing raised center median in Lathrop Road. The "D" Street access point is located near the northeast corner of the project site and allows queuing if/when needed. The driveway on "D" Street includes a portion of property owned by the South San Joaquin Irrigation District (SSJID) and the project is conditioned to require an easement prior to the issuance of a Building Permit.

The access point connects the projects to the existing D Street/Lathrop Road intersection which allows turn movements in all directions including an existing west bound turn pocket that vehicles entering the project site may utilize. All emergency vehicles arriving to and from the proposed project would be able to enter via Lathrop Road and "D" Street.

#### Architecture and Elevation

The building's exterior walls will be constructed of concrete tilt-up panels. Dock bays with section overhead doors would be installed along the south side of Building 1 to accommodate twenty-one truck trailers. Dock bays for Building 2 will be installed along the north side to accommodate twenty-one (21) truck trailers. Dock bays for Building 3 will be installed along the north side to accommodate fifteen (15) truck trailers.

The exterior of the building will be painted beige, tan, and grey. The office exterior will have gray and tan color schemes with brown accents and the windows will have blue reflective glazing. The office spaces would include aluminum storefront framing with tempered glass at all doors and metal canopies.

#### Landscaping, Lighting and Fencing

According to the landscape plan, landscaping will occupy approximately 80,047 square feet of the project site – approximately 10.1% of the total area (791,023 sq. ft. or 18.15 acres). This exceeds the LMC requirement of 10% landscaping for industrial projects. Large shade trees will be planted around employee parking areas and a variety of shade and accent trees will be planted along Lathrop Road and "D Street". Shrubs and groundcover will be planted throughout the site for aesthetic value. Landscaping along Lathrop Road ranges between ten (10) feet in width to fifteen (15) feet in width. Landscaping would be selected based on suitability for the local climate, site conditions, and reduced water needs. All landscape elements would be installed according to the project's Landscape Plan and the City of Lathrop's Landscape Standards for Planting and Irrigation.

Lighting fixtures will be installed on the exterior of the buildings for general security and to provide lighting for walkways and parking areas. Light poles will be distributed appropriately throughout the site to provide sufficient lighting coverage. The project is conditioned to prevent lights from reflecting to adjacent properties.

Fencing for the proposed project will be installed around the truck trailer parking and dock areas for each building. A six (6) foot chain link fence and gate will be installed around each truck trailer and dock area and a six (6) foot chain link fence will be installed around Parcel 4, where the proposed stormwater retention/infiltration basin is to be constructed. No fencing is proposed along Lathrop Road.

Utilities

Potable water connections to the project would occur via the nearby connection to the 24" water line in Lathrop Road. For sanitary sewer, a new sewer pump station would be installed on-site with a forcemain that would connect to the City's existing forcemain at the intersection of Lathrop Road and McKinley. Stormwater drain pipes would discharge into the stormwater retention/infiltration basin would be located in the far southeastern portion of the project site. The stormwater retention/infiltration basin has been designed according to the City of Lathrop's design and construction standards, and consistent with the relevant multi-agency post-construction stormwater standards manual. Fire hydrant(s) will also be installed on-site in accordance with Fire Department standards. Electric and natural gas service will be provided by PG&E to the project site.

Transportation Analysis

A Transportation Analysis was prepared for the Scannell Properties Industrial Project (Attachment #10). The purpose of the study is to address the potential transportation impacts associated with the proposed project. The study includes intersection operations, site access, and consistency with relevant policies.

Senate Bill 743 (SB 743), which became effective statewide in July 2020, resulted in several statewide changes to the evaluation of transportation impacts under CEQA. SB 743 added Section 21099 to the Public Resources Code, which states that automobile delay, as described by Level of Service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact. As such, the Initial Study / Mitigated Negative Declaration includes analysis consistent with SB 743; specifically, the potential impacts based on efficiency metrics and/or the project's effect on Vehicle Miles Traveled.

However, the City continues to utilize LOS to measure traffic congestion and operating conditions as part of the project's consistency with the General Plan. LOS is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving.

*Project Trip Generation*

Project trips were estimated using trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual 10<sup>th</sup> Edition Supplement (2020)*. The 10<sup>th</sup> Edition Supplement provides trip rates for multiple industrial land uses. Because a specific tenant has not been identified, a blended trip rate based on the potential land uses was calculated daily, AM and PM peak hour trips.

Table 5: Project Trip Generation									
Land Use	Quantity (ksf)	Trip Type	Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Industrial/Warehouse (ITE 130, 150, 154, 155)	191.2	Passenger Vehicle	320	27	5	32	10	26	36
		Heavy Vehicle	78	3	3	6	2	2	4
		<b>Total</b>	<b>398</b>	<b>30</b>	<b>8</b>	<b>38</b>	<b>12</b>	<b>28</b>	<b>40</b>
Notes: Trip generation is based on trip rates published in <i>Trip Generation Manual 10<sup>th</sup> Edition Supplement</i> (Institute of Transportation Engineers, 2020). Source: Fehr & Peers, 2021									

***Project Trip Distribution***

Per the Transportation Analysis prepared by Fehr & Peers, passenger vehicle (employee) trips were distributed throughout the study area (City) based on the location of proposed access, existing direction patterns and output from the Base Year Transportation Demand Model (TDM).

As it relates to heavy vehicles (trucks), the analysis shows that all inbound and outbound heavy vehicles would be required to access the development via McKinley Avenue to Lathrop Road and assumed that no trucks would be permitted on Lathrop Road west of McKinley Avenue. Therefore, the analysis in the Transportation Analysis assumes no trucks would use Lathrop Road west of McKinley Avenue.

**Vesting Tentative Parcel Map**

The Vesting Tentative Parcel Map consists of one (1) parcel approximately 18.2-acres in size. The proposal is to subdivide the property into four (4) parcels to create the following parcels:

- Parcel 1 is 6.54-acres;
- Parcel 2 is 5.58-acres;
- Parcel 3 is 3.50-acres; and
- Parcel 4 is 2.52-acres.

All required right-of-way and easements will be dedicated to the City prior to the issuance of a building permit.

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General Plan Amendment

As previously stated, the applicant is requesting approval to amend the General Plan land use map designation of the subject property from SC, Service Commercial to GI, General Industrial, and Zoning Map amendment from CS, Service Commercial to IG, General Industrial.

The primary purpose is to accommodate a wider range of uses that will be allowed to occupy the proposed industrial buildings. Although the warehouse distribution use is permitted in the CS, Service Commercial Zoning District, the proposal would allow for more manufacturing-oriented uses to operate in the proposed industrial warehouse buildings.

The applicant believes the General Plan land use map designation change to GI, General Industrial is the most appropriate designation for this site as it would be consistent with surrounding land uses, such as Sharpe Army Depot to the north, Con Fab to the east, California Natural Products and UPS Freight to the west and industrial uses to the south. The requested land use designation change is consistent with all existing General Plan Goals, Policies and Implementation strategies and would not require any amendments to the text of the existing General Plan. In addition, the proposed General Plan Amendment and Rezone will implement the following policies contained in the General Plan in support of industrial land use designations:

- a) *"Areas designated for industrial use are intended to take advantage of rail and freeway access"*. Although the project does not have rail access, it is located in proximity to Interstate 5 and Highway 120 via McKinley Avenue, Louise Avenue and Yosemite Avenue; and
- b) *"Areas designated for industrial use are to assure that there will be sufficient long-term availability of industrial land to expand the City's economic base"*. The City has experienced a significant increase in demand for manufacturing and distribution due to its location and proximity to interstates, rail, airports and a deep water port; and
- c) *"Industrial proposals should be located where possible within an industrial park designed for the accommodation of a community of industries that are compatible in terms of operational characteristics, aesthetic qualities, utility service requirements and street circulation"*. The proposed General Plan land use change to industrial will be compatible and complement the existing adjacent industrial uses and future developments of the Sharpe Depot to the north.

- d) "*Industries are to be developed and operated in such manner as to avoid damage, destruction or degradation of the environment*". Development of the project has been properly conditioned to minimize impacts on the environment. Prior to building permit issuance, the project is required to obtain approvals from various county and state agencies such as: San Joaquin Valley Air Pollution District to mitigate air related impacts, San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to mitigate impacts on biological resources, State Water Resources Control Board to prevent storm water pollution related to construction activities.

Zoning Map Amendment

The applicant is requesting approval to Rezone the subject property from CS, Service Commercial to IG, General Industrial. Rezoning of the property will allow a variety of industrial related uses to occupy the building. City staff supports the project and believes the proposed zoning designation will be compatible and complement the existing and future adjacent industrial uses

According to the Lathrop Municipal Code, amendments to the zoning map must be reviewed by the Planning Commission and forwarded to the City Council for approval. Before any recommendation to approve by the Planning Commission, or final approval by the City Council, the following finding must be made:

1. *That the proposed amendment will be consistent with applicable provisions of the General Plan.*

The applicant has filed for both a General Plan Amendment and a Rezoning. If the General Plan land use map designation is approved, the rezoning would be consistent with the City General Plan.

**PLANNING COMMISSION:**

On September 15, 2021 the Planning Commission held a duly noticed Public Hearing on the proposed Scannell Properties Industrial Project.

During the Public Comment period, a number of comments and concerns were raised by the public. These comments are summarized below and Staff has prepared written responses as part of the Administrative Record as it relates to the Scannell Properties Industrial Project. It is important to note that some of the comments raised lack specific detail and/or reference and the comments below are not intended to be reproduced in verbatim; as such, verbal comments are summarized in *italics below*.



- *Concern was raised regarding the timing of the Traffic Signal at the intersection of Lathrop Road and the Cul-De-Sac (Illustrated as "D" Street on the Vesting Tentative Subdivision Map) and that the Traffic Signal should be required now instead of later.*

As stated in the Traffic Analysis, dated September 9, 2021, while Level of Service (LOS) may no longer be used to identify significant transportation impacts in CEQA documents for land use projects, the analysis includes a LOS analysis to determine if the proposed project would result in unacceptable intersection operations at the study intersections. The Traffic Analysis included an analysis of a variety of intersections, including Lathrop Road and "D" Street (cul-de-sac). The analysis included a review of existing conditions, existing plus project conditions, cumulative no project conditions and cumulative plus project conditions. Cumulative means that the analysis considers impacts generated at build-out of Lathrop and surrounding jurisdictions, including but not limited to the City of Manteca and Tracy (estimated build-out of 2040).

Intersections studied in analysis would operate acceptably under cumulative plus project and delay at all intersections would decrease with the proposed project with rezoning to General Industrial would generate less trips than a retail type development permitted under the existing Service Commercial land use designation.

An AM and PM Peak Hour Signal Warrant Analysis was completed for the Cumulative No Project Conditions (remains and develops as Service Commercial) and Cumulative Plus Project Conditions (rezone and develops as General Industrial (proposed)), with the installation of a traffic signal and without for the intersection of Lathrop Road and "D" Street. The Analysis showed that the traffic volumes in the AM peak hour for both scenarios and in the PM peak hour in the Cumulative No Project scenario would not satisfy the warrant for the traffic signal. However, the analysis recommended that the proposed project pay a fair-share for the future installation of a traffic signal or install it with the proposed project due to the potential delays in left turning movements associated with the existing concrete facility (Con Fab) and the proposed project.

"The Applicant shall pay their fair share equal to 25% of the total cost of a traffic signal at the intersection of Lathrop Road and "D" Street, per the Transportation Analysis, dated September 9, 2021. The Applicant may install the traffic signal and associated improvements at their cost with the ability to be reimbursed in the future for the amount in excess of their fair share. Payment of the fair share shall occur prior to the approval of the first parcel map or issuance of the first building permit, whichever occurs first."

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- *Concern was raised as to history of hazardous waste on the project site and that additional testing is needed. Additionally, the project did not include a CalEnvironScreen analysis.*

As noted in the Hazards and Hazardous Materials Section of the Initial Study/Mitigated Negative Declaration (Section IX.), a Phase 1 Environmental Site Assessment (ESA), dated October 15, 2020, and Limited Phase 2 Site Sampling Report, dated November 16, 2020, were prepared by Basics Environmental for the proposed Scannell Properties Industrial Project.

The purpose of Phase 1 ESA is to: 1) observe site conditions at the property, 2) identify to the extent feasible recognized environmental conditions in connection with the subject site (evaluate the potential for the presence of hazardous or toxic chemicals in the soils and/or groundwater resulting from past and present land use activities), and 3) render findings and professional opinion regarding the potential adverse environmental impacts on or adjacent to the site.

The Phase 1 ESA concluded that the assessment revealed obvious evidence of a recognized environmental condition in connection with the property and recommended that additional investigation and/or documentation be conducted on the site.

The additional investigation and testing was conducted as part of the Limited Phase 2 Environmental Site Sampling Report (Phase 2 ESA). The objective of the Limited Phase 2 ESA was to evaluate current conditions in select on-site areas. To meet this objective, soil samples were collected from the former Reiter Truck Company operations area and stockpiles, and groundwater samples were collected from the wells with samples submitted to the laboratory for analysis.

The Phase 2 ESA concluded that petroleum hydrocarbons and Volatile Organic Compounds (VOCs) were not detected in site soil or stockpiled soil at concentrations above their respective Tier 1 Environmental Screening Level (ESL) and secondary ESL. The reported concentrations of metals were not detected in site soil or stockpiled soil at concentrations above their respective Tier 1 ESL and/or secondary ESL and arsenic's lab RL is within its naturally occurring background levels.

Additionally, petroleum hydrocarbons and VOCs were not detected in groundwater samples at concentrations above their Tier 1 ESL and secondary ESL with the exception of chloroform in the sample from a monitoring well located near the project site's southwestern corner. The reported chloroform concentration was slightly above its' secondary ESL. Vinyl chloride was not detected in groundwater samples at concentrations at or above its' lab RL or lab MDL; however, the lab MDL was slightly above its' secondary ESL.

As a result, the Phase 2 ESA states that the detection of chloroform in one (1) groundwater sample at a concentration slightly above its' secondary ESL and vinyl chloride's lab MDL being slightly above its' secondary ESL do not appear to present a significant environmental concern for the site based on the depth of groundwater. The Phase 2 ESA stated that further assessment does not appear warranted at this time.

Based on the Phase 1 ESA and Phase 2 ESA, the Initial Study/Mitigated Negative Declaration concluded that impacts associated with Hazards and Hazardous Materials would result in a Less Than Significant Impact with the implementation of Mitigation Measure HAZ-1, which requires the applicant to destroy the permanently inactive wells located within the project site, in accordance with standards developed by the Department of Water Resources and State Water Resources Control Board.

With regards to the CalEnvironScreen Analysis, CEQA Guidelines does not require the project to undergo the CalEnvironScreen analysis.

- *Concern was raised as to the speed limit along Lathrop Road and safety concerns related to the grade separation of Lathrop Road and the Union Pacific Railroad (UPRR). Due to the grade separation, there may not be adequate sight distance for commercial trucks turning left onto Lathrop Road from the cul-de-sac (safety concerns).*

The current speed limit on Lathrop Road is 45 miles per hour (MPH). According to Caltrans Highway Design Manual, the minimum standard for stopping sight distance for a 45 mph roadway is 360 feet. In other words, the minimum sight distance (continuous length of roadway/highway ahead) to allow for a vehicle to stop at the intersection is 360 feet. The distance from the top of the Lathrop Road and UPRR overcrossing, east of the project site and intersection of Lathrop Road and "D" Street is over 1,200 feet, far in excess of the distance required to stop for commercial trucks.

In comparison, the other grade crossing on Lathrop Road (west of the project site) is 930 feet from 5<sup>th</sup> Street and 820 feet to McKinley Avenue. These distances are substantially less than the 1,200 feet from "D" Street to the top of the Lathrop Road and UPRR overcrossing.

- *Concern was raised related to the right of reverter on the property and property ownership by the City of Lathrop and Pacific Union Homes (PUH).*

As noted in the City Council Staff Report, during the development of the Mossdale Village area in the 2000's, the project was dedicated (i.e., given) to the City of Lathrop from Pacific Union Homes to be utilized as a sprayfield for treated effluent from the City's Wastewater Treatment Plant.

With the dedication, a right of reverter was established on the property, stipulating that if the project site was no longer used as a spray field, the property ownership would revert back to Pacific Union Homes (PUH).

The project includes a Condition of Approval that states that the "Applicant shall start the reverter process in order to gain ownership of the subject parcel. The reverter process shall be complete prior to approval of the first Parcel Map or issuance of the first Building Permit, whichever occurs first."

- *Concern was raised that the property is located in a census tract designated as "disadvantaged" that could negatively affect socio-economic and health indicators.*

According to the California Environmental Protection Agency (CalEPA), Census Tract No. 6077005119 is considered a Senate Bill 535 Disadvantaged Community (June 2018 Update). In general, disadvantaged communities refer to areas which most suffer from a combination of economic, health, and environmental burdens. These burdens include but are not limited to poverty, high unemployment, air and water pollution, presence of hazardous wastes as well as high incidence of asthma and heart disease.

The property is bounded by existing service commercial and industrial uses, most notably the Sharpe Army Depot to the north. The property is not adjacent to residential uses and the proposal does not include the removal and/or relocation of residential uses. The project site is within an existing service commercial and industrial portion of the City. Furthermore, the proposed project is consistent with the City's General Plan as it relates to 1) assuring that there will be sufficient long-term availability of industrial land to expand the City's economic base, 2) the site is compatible with existing service commercial and industrial uses, and 3) is to be developed and operated in such a manner as to avoid damage, destruction or degradation of the environment via compliance with City Standards, Conditions of Approval and Mitigation Measures.

As detailed in the Initial Study/Mitigated Negative Declaration, the project includes appropriate Mitigation Measures to reduce potentially significant environmental impacts to a less than significant level.

- *Concern was raised as to the appropriate level of CEQA analysis prepared for the Scannell Properties Industrial Project and that an Environmental Impact Report (EIR) should be prepared.*

CEQA requires that public agencies document and consider the potential environmental effects of the agency's actions that meet CEQA's definition of a "project."

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

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects, as defined by CEQA, and to describe feasible mitigation measures that would avoid identified effects or reduce them to a level that is less than significant. If the Initial Study does not identify significant effects, then the agency ordinarily prepares a Negative Declaration. If the Initial Study concludes that significant effects would occur but also identifies mitigation measures that would reduce these significant effects to a level that is less than significant, the agency may prepare a Mitigated Negative Declaration.

If, however, a project would involve significant effects that cannot be feasibly mitigated, then the agency must prepare an Environmental Impact Report.

The Scannell Properties Industrial Project is a "project" as defined by CEQA and not exempt from CEQA consideration. The City, acting as the Lead Agency, has prepared an Initial Study to analyze the potential environmental effects and to determine whether the proposed project would involve "significant" environmental effects, as defined by CEQA.

The Initial Study concludes that the project would have potentially significant environmental effect but all of these effects would be avoided or reduced to a level that would be less than significant with identified mitigation measures. The Mitigation Measures identified in the Initial Study are attached to and incorporated in the proposed project's Conditions of Approval, including monitoring responsibility and timing. As such, a Mitigated Negative Declaration has been prepared for the Scannell Properties Industrial Project.

During the Public Comment period, Ms. Mary Meninga requested additional time to provide comments and questions. Chair Dresser allowed Ms. Mary Meninga to exceed the five (5) minute time limit and requested Staff to meet with her to answer her additional questions.

Planning and Public Works Staff (Community Development Director Mark Meissner, City Engineer Glenn Gebhardt, and Contract Planner David Niskanen) met with Ms. Mary Meninga on September 21, 2021 via virtual teleconference (Zoom) to answer her additional questions.

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Mary provided a follow-up email to the meeting on September 21, 2021 and the email correspondence is attached to this Staff Report as Attachment 14.

After review and consideration of all information provided, and after taking and considering all public testimony, the Planning Commission voted unanimously (4-0) to adopt the following Resolutions:

1. Resolution No. 21-24, recommending City Council certification of an Initial Study and Mitigated Negative Declaration for the Scannell Properties Industrial Project;
2. Resolution No. 21-25, recommending City Council approval of a General Plan Amendment from SC, Service Commercial to GI, General Industrial and approval of an Ordinance for a Zoning Map Amendment from CS, Service Commercial to IG, General Industrial for the Scannell Properties Industrial Project;
3. Resolution No. 21-26, recommending City Council approval of the Site Plan Review to construct three (3) industrial warehouse buildings totaling 191,160 sq. ft. in size, with amended Conditions of Approval; and
4. Resolution No. 21-27, recommending City Council approval of a Vesting Tentative Parcel Map to subdivide an existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres, Parcel 2 is 5.58-acres, Parcel 3 is 3.50-acres, and Parcel 4 is 2.52-acres, with amended Conditions of Approval.

The above Planning Commission Resolutions are attached to this Staff Report as Attachment 13.

Conditions of Approval

Planning staff routed the project plans on January 13, 2021 and subsequently on March 11, 2021 to the Building Division, Public Works Department, Lathrop-Manteca Fire District, Lathrop Police Services and various non-City agencies to ensure compliance with applicable codes and requirements. As a result, staff developed a consolidated list of conditions. Staff finds that the proposed project has been properly conditioned to meet the City's standards and requirements.

Public Notice

A Notice of Public Hearing was advertised in the Manteca Bulletin on September 23, 2021. Staff also mailed the public hearing notice on September 24, 2021 to notify property owners located within a 300-foot radius from the project site. In addition, the Public Notice was emailed to the City's Public Hearing subscribers on September 23, 2021. The meeting agenda was also posted at our designated posting locations in the City.

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CEQA Review

In accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study/Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project. It was determined that although the proposed project could have a significant effect on the environment, required mitigation measures will be implemented to reduce these effects to a less than significant level. Mitigation measures are incorporated and included as part of the Conditions of Approval for the project.

The City received eight (8) comments during the 20-day public review period from Adams Broadwell Joseph & Cardozo, Ms. Adriana Lopez, Catholic Charities of the Diocese of Stockton, Ms. Mary Meninga, Pacific Gas & Electric (PGE), San Joaquin Environmental Health Department (SJCEHD), San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP), and San Joaquin Valley Air Pollution Control District (SJVAPCD). The comments and responses to the comments are attached to the Staff Report as Attachment 12.

**RECOMMENDATION:**

The Planning Commission and staff recommend that the City Council consider all information provided and submitted, take and consider all public testimony and, if determined to be appropriate, take the following actions:

1. Hold a Public Hearing; and
2. Adopt a Resolution Adopting the Initial Study and Mitigated Negative Declaration for the Scannell Properties Industrial Project.
3. Adopt a Resolution Approving a General Plan Amendment from SC, Service Commercial to GI, General Industrial.
4. First Reading and Introduce an Ordinance to Approve a Zoning Map Amendment from CS, Service Commercial to IG, General Industrial.
5. Adopt a Resolution Approving the Site Plan Review for the Scannell Properties Industrial Project to Construct Three (3) Industrial Warehouse Buildings Totaling 191,160 sq. ft. in Size.
6. Adopt a Resolution Approving a Vesting Tentative Parcel Map to Subdivide an Existing 18.2-acre Parcel into Four (4) Parcels: Parcel 1 is 6.54-acres, Parcel 2 is 5.58-acres, Parcel 3 is 3.50-acres, and Parcel 4 is 2.52-acres.

**FISCAL IMPACT:**

All application processing fees and costs are charged to the applicant. The request has no fiscal impact to the City.

**ATTACHMENTS:**

1. Resolution Adopting the Initial Study/Mitigated Negative Declaration
2. Resolution Approving the General Plan Amendment from SC, Service Commercial to GI, General Industrial
3. Ordinance to Approve a Zoning Map Amendment from CS, Service Commercial to IG, General Industrial
4. Resolution Approving the Site Plan Review for the Scannell Properties Industrial Project
5. Resolution Approving the Vesting Tentative Parcel Map to Subdivide an Existing 18.2-acre Parcel into Four (4) Parcels.
6. Amended Consolidated Conditions of Approval, dated September 15, 2021
7. Vicinity Map
8. Project Plans (Site Plan, Utility Plans, Landscape Plans, Elevations, Vesting Tentative Parcel Map)
9. Proposed General Plan Amendment and Zoning Map Amendment
10. Transportation Analysis, prepared by Fehr & Peers, dated September 9, 2021
11. Final Initial Study and Mitigated Negative Declaration Insert
12. Comments Received Regarding IS/MND and Responses
13. Planning Commission Resolution #21-24, 21-25, 21-26, and 21-27
14. Mary Meninga Email, dated September 22, 2021 and September 29, 2021



**CITY MANAGERS REPORT  
OCTOBER 11, 2021 CITY COUNCIL REGULAR MEETING  
SCANNELL PROPERTIES INDUSTRIAL PROJECT**

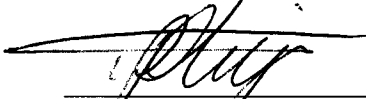
**APPROVALS:**



David Niskanen  
Contract Planner

9/30/2021

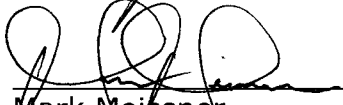
Date



Rick Caguiat  
Principal Planner

9-30-21


Date



Mark Meissner  
Community Development Director

9-30-21


Date



Salvador Navarrete  
City Attorney

10.3.2021

Date



Stephen J. Salvatore  
City Manager

10.5.21

Date

## **RESOLUTION NO. 21-**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LATHROP ADOPTING THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE SCANNELL PROPERTIES INDUSTRIAL PROJECT (GPA-20-139, REZ-20-140, SPR-20-141, AND TPM-20-142)**

**WHEREAS**, the subject parcel currently has a Service Commercial (SC) General Plan designation, is located within the Commercial Service (CS) Zoning District; and

**WHEREAS**, the request is for a General Plan Land Use Map Amendment to General Industrial (GI) and Zoning Map Amendment to General Industrial (IG);

**WHEREAS**, the request is for a Site Plan Review to construct three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin; and

**WHEREAS**, the request is for a Vesting Tentative Parcel Map to subdivide the existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3), and Parcel 4 is 2.52-acres; and

**WHEREAS**, the property is located at 1520 Lathrop Road (APN: 198-040-14); and

**WHEREAS**, notice inviting comments on the Initial Study and Mitigated Negative Declaration was given in compliance with CEQA Guidelines 15072; and

**WHEREAS**, in accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study and Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project; and

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

**WHEREAS**, the City of Lathrop Planning Commission held a duly noticed public hearing on September 15, 2021, to consider the Scannell Properties Industrial Project, including the Initial Study/Mitigated Negative Declaration, and Mitigation Monitoring Reporting Program (MMRP) prepared for the Scannell Properties Industrial Project and after reviewing and considering all information provided and submitted, and after taking and considering all public testimony adopted Resolution No. 21-24 recommending City Council certification of the IS/MND; and

**WHEREAS**, proper notice of this Public Meeting was given in all respects as required by law including the published legal notice of the hearing in the Manteca Bulletin on or about September 23, 2021; and

**WHEREAS**, the City Council has utilized its own independent judgment in adopting this Resolution.

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

Section 1. Notice inviting comments on the Initial Study and Mitigated Negative Declaration was given in compliance with CEQA Guidelines 15072.

Section 2. In accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study and Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project.

Section 3. On the basis of the whole record before the City Council, which is documented in the project files of the City of Lathrop Community Development Department, it was determined that although the proposed project could have a significant effect on the environment, required mitigation measures will be implemented to reduce these effects to a less than significant level. Mitigation measures are incorporated and included as part of the Conditions of Approval for the project.

**BE IT FURTHER RESOLVED** that the City Council of the City of Lathrop based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, hereby adopts the Initial Study and Mitigated Negative Declaration attached and incorporated by reference herein (Attachment 11 of the October 11, 2021 Staff Report), as the appropriate environmental document for the Scannell Properties Industrial Project pursuant to CEQA.

The foregoing resolution was passed and adopted this 11<sup>th</sup> day of October 2021 by the following vote of the City Council, to wit:

AYES:

NOES:

ABSTAIN:


ABSENT:

**SIGNED:**

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SONNY DHALIWAL, MAYOR

**APPROVED AS TO FORM:**



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Salvador Navarrete, City Attorney

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Teresa Vargas, City Clerk

**RESOLUTION NO. 21-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LATHROP  
ADOPTING A GENERAL PLAN LAND USE MAP AMENDMENT FOR THE  
SCANNELL PROPERTIES INDUSTRIAL WAREHOUSE (GPA-20-139)**

**WHEREAS**, Section 65358 of the California Government Code provides for the amendment of all or part of an adopted General Plan; and

**WHEREAS**, the City has complied with the Government Code (Government Code Section 65300 et. seq.), the current State of California General Plan Guidelines, and the City's applicable ordinances and resolutions with respect to approval of the proposed Scannell Properties Industrial Project General Plan Amendment (GPA); and

**WHEREAS**, pursuant to Government Code Section 65090, notice of the City Council hearing was published in accordance with State law in at least one newspaper of general circulation within the city of Lathrop at least ten calendar days before the City Council's public hearing; and

**WHEREAS**, the subject parcel currently has a Service Commercial (SC) General Plan designation, is located within the Commercial Service (CS) Zoning District; and

**WHEREAS**, the request is for a General Plan Land Use Map Amendment to General Industrial (GI) and Zoning Map Amendment to General Industrial (IG), as shown in Attachment 9 of the City Council Staff Report;

**WHEREAS**, the request is for a Site Plan Review to construct three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin; and

**WHEREAS**, the request is for a Vesting Tentative Parcel Map to subdivide the existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3), and Parcel 4 is 2.52-acres; and

**WHEREAS** the property is located at 1520 Lathrop Road (APN: 198-040-14);  
and

**WHEREAS**, in accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study and Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project; and

**WHEREAS**, on the basis of the whole record before the City Council, which is documented in the project files of the City of Lathrop Community Development Department, there is no substantial evidence that the project will have a significant effect on the environment; and

**WHEREAS**, the City Council has independently reviewed the information contained in the Initial Study/Negative Declaration for the project and any comments received during the public review period; and

**WHEREAS**, notice of the proposed GPA was provided pursuant to California Government Code Section 65352.3 and 65352.4 (General Plan review by California Native American tribes). Notice was mailed out to California Native American tribes on a list provided by the California Native American Heritage Commission (NAHC) on March 11, 2021 and March 17, 2021. No California Native American tribe noticed requested consultation with the City in accordance with Senate Bill 18; and

**WHEREAS**, State Planning Law and the Lathrop Municipal Code require the Planning Commission to provide a recommendation for a General Plan Amendment to the City Council by Resolution; and

**WHEREAS**, the City of Lathrop Planning Commission held a duly noticed public hearing on September 15, 2021, to consider the proposed General Plan Amendment and after reviewing and considering all information provided and submitted, and after taking and considering all public testimony adopted Resolution No. 21-25 recommending City Council approval of the proposed General Plan Amendment; and

**WHEREAS**, proper notice of this public hearing was given in all respects as required by law including the published of a legal notice of the hearing in the Manteca Bulletin on or about September 23, 2021 and mailed out to property owners located within a 300-foot radius from the project site on September 24, 2021; and

**WHEREAS**, the proposed General Plan Land Use Map Amendment will implement the following policies contained in the General Plan in support of industrial land use designations:

a) *"Areas designated for industrial use are intended to take advantage of rail and freeway access"*. Although the project does not have rail access, it is located in proximity to Interstate 5 and Highway 120 via McKinley Avenue, Louise Avenue and Yosemite Avenue. Additionally, the project site is within close proximity to the Union Pacific Intermodal site which this project may benefit from; and

b) *"Areas designated for industrial use are to assure that there will be sufficient long-term availability of industrial land to expand the City's economic base"*. The City has experience a significant increase in demand for manufacturing and distribution due to its location and proximity to interstates, rail, airports and a deep water port; and

c) *"Industrial proposals should be located where possible within an industrial park designed for the accommodation of a community of industries that are compatible in terms of operational characteristics, aesthetics qualities, utility service requirements and street circulation"*. The proposed General Plan land use change to industrial will be compatible and complement the existing adjacent industrial uses. The project has been conditioned to incorporate enhanced architecture elements along Lathrop Road, along with extensive landscaping, truck loading/unloading south of the buildings and away from view from Lathrop Road; and

d) *"Industries are to be developed and operated in such manner as to avoid damage, destruction or degradation of the environment"*. Development of the project has been properly conditioned to minimize impact on the environment. Prior to building permit issuance, the project is required to obtain approvals from various county and state agencies such as: San Joaquin Valley Air Pollution District to mitigate air related impacts, San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to mitigate impacts on biological resources, State Water Resources Control Board to prevent storm water pollution related to construction activities.

**WHEREAS**, the proposed amendment will be consistent with applicable provisions of the General Plan. The proposed General Plan Land Use Map Amendment to General Industrial and Zoning Map Amendment to General Industrial would provide consistency between the General Plan & Zoning and would further General Plan goals & policies; and

**WHEREAS**, the City Council finds that the proposed project is consistent with the land use goals and policies the City of Lathrop General Plan, and complies with all applicable provisions and standards of the Zoning Ordinance; and

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



**WHEREAS**, the City Council has utilized its own independent judgement in adopting this Resolution.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Lathrop hereby make the following findings:

Section 1. This Resolution incorporates, and by this reference makes a part hereof, that certain GPA, as shown in Attachment 9 of the Planning Commission Staff Report, relative to the proposed development of the Scannell Properties Industrial Project on certain real property consisting of approximately 18.2-acres located at 1520 Lathrop Road (APN: 198-040-14).

Section 2. General Plan Amendment Findings. The City Council finds and determines as follows:

1. The proposed GPA would amend the General Plan Land Use Map adopted December 17, 1991, as amended through 2021, to reflect the proposed Scannell Properties Industrial Project land use.
2. The proposed GPA will implement the following Policies contained in the General Plan in support of the proposed land use designation:
  - a. *"Areas designated for industrial use are intended to take advantage of rail and freeway access"*. Although the project does not have rail access, it is located in proximity to Interstate 5 and Highway 120 via McKinley Avenue, Louise Avenue and Yosemite Avenue. Additionally, the project site is within close proximity to the Union Pacific Intermodal site which this project may benefit from; and
  - a) *"Areas designated for industrial use are to assure that there will be sufficient long-term availability of industrial land to expand the City's economic base"*. The City has experienced a significant increase in demand for manufacturing and distribution due to its location and proximity to interstates, rail, airports and a deep water port; and
  - b) *"Industrial proposals should be located where possible within an industrial park designed for the accommodation of a community of industries that are compatible in terms of operational characteristics, aesthetics qualities, utility service requirements and street circulation"*. The proposed General Plan land use change to industrial will be compatible and complement the existing adjacent industrial uses. The project has been conditioned to incorporate enhanced architecture elements along Lathrop Road, along with extensive landscaping, truck loading/unloading south of the buildings and away from view from Lathrop Road.
  - c) *"Industries are to be developed and operated in such manner as to avoid damage, destruction or degradation of the environment"*.

Development of the project has been properly conditioned to minimize impact on the environment. Prior to building permit issuance, the project is required to obtain approvals from various county and state agencies such as: San Joaquin Valley Air Pollution District to mitigate air related impacts, San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to mitigate impacts on biological resources, State Water Resources Control Board to prevent storm water pollution related to construction activities.

Section 3. Upon adoption by the City Council, the Community Development Department is hereby directed to retain said GPA on permanent public display in the Community Development Department of the City of Lathrop.

Section 4. Based on the findings set for in this Resolution, the CEQA Resolution, and evidence in the Staff Report, the City Council hereby adopt the General Plan Amendment, as illustrated and incorporated by reference as Attachment 9 of the City Council Staff Report.

**BE IT FURTHER RESOLVED** that the City Council of the City of Lathrop based on substantial evidence in the administrative record of proceedings, its above findings, including the staff report and associated attachments, and pursuant to its independent review and consideration, does hereby adopt the General Plan Land Use Map Amendment, as illustrated and incorporated by reference as Attachment 9 of the City Council Staff Report.

The foregoing resolution was passed and adopted this 11<sup>th</sup> day of October 2021 by the following vote of the City Council, to wit:

AYES:

NOES:

ABSTAIN:

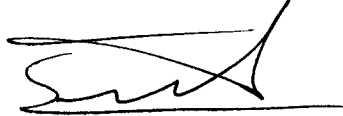
ABSENT:

**SIGNED:**

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SONNY DHALIWAL, MAYOR

**APPROVED AS TO FORM:**



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Salvador Navarrete, City Attorney

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Teresa Vargas, City Clerk

## **ORDINANCE 21-**

### **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LATHROP AMENDING THE ZONING MAP FOR THE SCANNELL PROPERTIES INDUSTRIAL PROJECT (REZ-20-140)**

**WHEREAS**, Chapter 17.124 of the Lathrop Municipal Code provides for the review and recommendation of the City Council on all zoning amendments; and

**WHEREAS**, pursuant to Government Code Section 65090, notice of the City Council hearing was published in accordance with State law in at least one newspaper of general circulation within the City of Lathrop at least ten calendar days before the City Council's public hearing; and

**WHEREAS**, the subject parcel currently has a Service Commercial (SC) General Plan designation, is located within the Commercial Service (CS) Zoning District; and

**WHEREAS**, the request is for a General Plan Land Use Map Amendment to General Industrial (GI) and Zoning Map Amendment to General Industrial (IG);

**WHEREAS**, the request is for a Site Plan Review to construct three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin; and

**WHEREAS**, the request is for a Vesting Tentative Parcel Map to subdivide the existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3), and Parcel 4 is 2.52-acres; and

**WHEREAS** the property is located at 1520 Lathrop Road (APN: 198-040-14); and

**WHEREAS**, in accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study and Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project; and

**WHEREAS**, the City Council has independently reviewed the information contained in the Initial Study/Mitigated Negative Declaration for the project and any comments received during the public review period; and

**WHEREAS**, the City of Lathrop Planning Commission held a duly noticed public hearing on September 15, 2021, to consider the proposed zoning map amendment and after reviewing and considering all public testimony adopted Resolution No. 21-25 recommending City Council approval of the proposed zoning map amendment; and

**WHEREAS**, proper notice of this public hearing was given in all respects as required by law including the publishing of a legal notice of the hearing in the Manteca Bulletin on or about September 23, 2021 and mailed out to property owners located within a 300-foot radius from the project site on September 24, 2021; and

**WHEREAS**, the City Council has reviewed all written evidence and oral testimony presented to date.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Lathrop based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, does hereby approve the Zoning Map Amendment, as shown in Attachment 9, relative to the proposed development of the Scannell Properties Industrial project on certain real property consisting of approximately 18.2-acres located at 1520 Lathrop Road (APN: 198-040-14) in the City of Lathrop, incorporated by reference herein,

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LATHROP DOES HEREBY ORDAIN AS FOLLOWS:**

Section 1. This Ordinance incorporates, and by this reference makes a part hereof, that certain Zoning Map Amendment, as shown in Attachment 9 of the City Council Staff Report, relative to the proposed development of the Scannell Properties Industrial Project.

Section 2. Zoning Amendment Findings. Pursuant to Chapter 17.124 of the Lathrop Municipal Code, the City Council finds and determines as follows:

1. The proposed Zoning Map Amendment is consistent with the objectives, policies, principles, standards, and general land use as specified in the City's General Plan, as amended by the proposed project. The proposed project is in a location that may take advantage of rail and freeway access, increase the City's availability of industrial land to expand the City's economic base, located in area of the City that can accommodate industrial growth and is compatible with surrounding Service Commercial and Industrial uses, and is properly conditioned to minimize impacts on the environment.

2. The proposed Zoning Map Amendment is consistent with the purposes and objectives of the City of Lathrop zoning ordinance because: (1) the proposed Zoning Map Amendment provide for appropriate industrial development and is consistent with surrounding land uses, including but not limited to Sharpe Army Depot to the north, Con Fab to the east, existing industrial uses to the south, and California Natural Products and UPS Freight to the west; (2) the proposed project promotes safe, effective internal circulation system, adequate off-street parking and truck loading facilities, and landscaping; and (3) the proposed project ensures that new urban expansion is logical, desirable and in conformance with the objectives and policies of the General Plan.

Section 3. Based on the findings set forth in this Ordinance, the CEQA Resolution, and evidence in the Staff Report, the City Council hereby adopts the Ordinance implementing the suggested Zoning Map. The document shall be substantially in the form on file with the City Clerk.

Section 4. This ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the city or any officer or employee thereof a mandatory duty of care toward persons and property within or without the city so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

Section 5. Severability. If any section, subsequent subdivision, paragraph, sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional or otherwise invalid, such a decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance irrespective of the unconstitutionality or invalidity of any section, subsection, subdivision, paragraph, sentence, clause or phrase.

Section 6. Effective Date. This Ordinance shall take legal effect 30 days from and after the date of its passage.

Section 7. Publication. Within fifteen days of the adoption of this Ordinance, the City Clerk shall cause a copy of this Ordinance to be published in full accordance with Section 36933 of the Government Code.

**THIS ORDINANCE** was regularly introduced at a meeting of the City Council of the City of Lathrop on the 11<sup>th</sup> day of October 2021, and was PASSED AND ADOPTED at a regular meeting of the City Council of the City of Lathrop on \_\_\_\_\_, 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

\_\_\_\_\_  
SONNY DHALIWAL, MAYOR

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Teresa Vargas, City Clerk

  
\_\_\_\_\_  
Salvador Navarrete, City Attorney

**RESOLUTION NO. 21-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LATHROP APPROVING A SITE PLAN REVIEW FOR THE PROPOSED SCANNELL PROPERTIES INDUSTRIAL PROJECT (SPR-20-141)**

**WHEREAS**, the City of Lathrop City Council held a duly noticed public meeting to consider the Scannell Properties Industrial Project pursuant to the Lathrop Municipal Code; and

**WHEREAS**, the subject parcel currently has a Service Commercial (SC) General Plan designation, is located within the Commercial Service (CS) Zoning District; and

**WHEREAS**, the request is for a General Plan Land Use Map Amendment to General Industrial (GI) and Zoning Map Amendment to General Industrial (IG);

**WHEREAS**, the request is for a Site Plan Review to construct three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin; and

**WHEREAS**, the request is for a Vesting Tentative Parcel Map to subdivide the existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3), and Parcel 4 is 2.52-acres; and

**WHEREAS** the property is located at 1520 Lathrop Road (APN: 198-040-14); and

**WHEREAS**, in accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study and Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project; and



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

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

**WHEREAS**, the City of Lathrop Planning Commission held a duly noticed public hearing on September 15, 2021, to consider the proposed Site Plan Review and after reviewing and considering all information provided and submitted, and after taking and considering all public testimony adopted Resolution No. 21-26 recommending City Council approval of the proposed Site Plan Review; and

**WHEREAS**, property notice of this public hearing was given in all respects as required by law including publishing of a legal notice of the hearing in the Manteca Bulletin on or about September 23, 2021 and mailed out to property owners located within a 300-foot radius from the project site on September 24, 2021 and

**WHEREAS**, the City Council has utilized its own independent judgment in adopting this Resolution.

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

1. Site Plan Review Findings. Pursuant to Section 17.100.050 of the Lathrop Municipal Code (LMC), the City Council finds as follows:
  - a. The proposed Site Plan Review complies with all applicable provisions of Chapter 17.100;
  - b. The proposed Site Plan Review is consistent with the site improvements listed in Chapter 17.100 (a. through i.) and improvements are such that traffic congestion is avoided and pedestrian and vehicular safety and welfare are protected and there will not be adverse effects on surrounding properties;
  - c. Proposed lighting for the project area is so arranged as to deflect away from adjoining properties; and
  - d. The proposed Site Plan Review is compatible with surrounding land uses and will not be detrimental to the health, safety and general welfare of the City.
2. The City Council finds that the proposed project is consistent with the General Industrial land use goals and policies the City of Lathrop General Plan, and will comply with the requirements of the Zoning Ordinance and design standards of the Lathrop Municipal Code upon development, as conditioned.

3. The City Council finds that the requirements and conditions of this resolution are reasonable in preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general, and the persons who work in or visit the development in particular.
4. The City Council finds that although the proposed project could have a significant effect on the environment, required mitigation measures will be implemented to reduce these effects to a less than significant level. Mitigation measures are incorporated and included as part of the Conditions of Approval for the project.

**BE IT FURTHER RESOLVED** that the City Council of the City of Lathrop based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, does hereby Approve Site Plan Review No. SPR-20-141, subject to the amended Conditions of Approval listed as Attachment #6 of the September 15, 2021 Staff Report, incorporated by reference herein.

The foregoing resolution was passed and adopted this 11<sup>th</sup> day of October 2021 by the following vote of the City Council, to wit:

AYES:

NOES:

ABSTAIN:

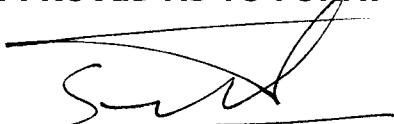
ABSENT:

**SIGNED:**

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SONNY DHALIWAL, MAYOR

**APPROVED AS TO FORM:**



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Salvador Navarrete, City Attorney

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Teresa Vargas, City Clerk

**RESOLUTION NO. 21-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LATHROP TO APPROVE THE VESTING TENTATIVE PARCEL MAP FOR THE SCANNELL PROPERTIES INDUSTRIAL PROJECT (TPM-20-142)**

**WHEREAS**, the City of Lathrop City Council held a duly noticed public meeting to consider the Scannell Properties Industrial Project pursuant to the Lathrop Municipal Code; and

**WHEREAS**, the subject parcel currently has a Service Commercial (SC) General Plan designation, is located within the Commercial Service (CS) Zoning District; and

**WHEREAS**, the request is for a General Plan Land Use Map Amendment to General Industrial (GI) and Zoning Map Amendment to General Industrial (IG);

**WHEREAS**, the request is for a Site Plan Review to construct three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin; and

**WHEREAS**, the request is for a Vesting Tentative Parcel Map to subdivide the existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3), and Parcel 4 is 2.52-acres; and

**WHEREAS** the property is located at 1520 Lathrop Road (APN: 198-040-14); and

**WHEREAS**, in accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study and Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project; and

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

**WHEREAS**, by Adopting Resolution No. 21-4923 based on substantial evidence in the record, City Council, acting as the lead agency, adopted Adequate Progress Findings toward providing a 200-year Urban Level of Flood Protection in the Reclamation District 17 basin by the year 2028; and

**WHEREAS**, the City Council finds that the proposed project is consistent with the General Industrial land use goals and policies the City of Lathrop General Plan, and also consistent with the City's Subdivision Ordinance and the State Subdivision Map Act; and

**WHEREAS**, the City of Lathrop Planning Commission held a duly noticed public hearing on September 15, 2021, to consider the proposed Vesting Tentative Parcel Map and after reviewing and considering all information provided and submitted, and after taking and considering all public testimony adopted Resolution No. 21-27 recommending City Council approval of the proposed Vesting Tentative Parcel Map; and

**WHEREAS**, the City Council finds that the requirements and conditions of this resolution are reasonable in preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general, and the persons who work in or visit the development in particular; and

**WHEREAS**, proper notice of this public hearing was given in all respects as required by law including the publishing of a legal notice of the hearing in the Manteca Bulletin on or about September 23, 2021 and mailed out to property owners located within a 300-foot radius from the project site on September 24, 2021; and

**WHEREAS**, the City Council utilized its own independent judgement in adopting this Resolution.

**NOW, THEREFORE, BE IT RESOLVED** the City Council of the City of Lathrop does hereby make the following findings:

Section 1. Vesting Tentative Parcel Map Findings. The City Council finds and determines as follows:

1. *The proposed map is consistent with the General Plan.* The proposed map implements the land use objectives in the Lathrop General Plan, as amended by the Scannell Properties Industrial Project GPA.

2. *The design or improvements of the proposed subdivision are consistent with the General Plan.* As conditioned, the design of the map and proposed utility and improvements are consistent with the requirements of the General Plan. All required improvements are conditioned to comply with the City's standards and specifications.
3. *The site is physically suitable for the proposed industrial development.* The proposed General Plan Amendment would designate the site as General Industrial land use in the General Plan. The applicant and staff have worked closely to ensure the map and its conditions of approval address public infrastructure, public services and phase for the development of the project.
4. *The site is physically suitable for the proposed density of development.* The Lathrop General Plan identifies the project area to allow for a broad range of use types such as manufacturing, warehouse, distribution and related industrial type uses. Development of the site meets the requirements set forth in the Lathrop Municipal Code Development Standards.
5. *The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially injure fish or wildlife or their habitat.* The development of the Scannell Properties Industrial Project would involve a range of potentially significant environmental effects, including effects on plant, fish and wildlife species or their habitat. These potential effects were explored in detail, and available mitigations were identified in the Initial Study and Mitigated Negative Declaration.

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

6. *The design of the subdivision or type of improvements will not cause serious public health problems.* The development of the Scannell Properties Industrial Project would involve a range of potentially significant effects on public health and safety. These potential effects were explored in detail, and available mitigations were identified in the Initial Study and Mitigated Negative Declaration. It was determined that although the proposed project could have a significant effect on the environment, required mitigation measures will be implemented to reduce these effects to a less than significant level. Mitigation measures are incorporated and included as part of the Conditions of Approval for the project.
7. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.* The design of the subdivision does not conflict with any public easements for access through or use of property within the subdivision.

Conditions of approval are included to dedicate land, right of way and to provide easements where necessary for public access, utilities, and infrastructure.

Section 2. Based on the findings set forth in this Resolution, the CEQA Resolution, and the evidence in the Staff Report, the City Council hereby approves the Vesting Tentative Parcel Map, dated April 2021, for the Scannell Properties Industrial Project subject to the conditions referenced as Attachment 6 of the City Council Staff Report. This document shall be substantially in the form on file with the City Clerk.

**BE IT FURTHER RESOLVED** that the City Council of the City of Lathrop based on substantial evidence in the administrative record of proceedings, its findings above and pursuant to its independent review and consideration, does hereby approve Vesting Tentative Parcel Map No. TPM-20-142, subject to the amended Conditions of Approval listed as Attachment #6 of the September 15, 2021 Staff Report, incorporated by reference herein.

The foregoing resolution was passed and adopted this 11<sup>th</sup> day of October 2021 by the following vote of the City Council, to wit:

AYES:

NOES:

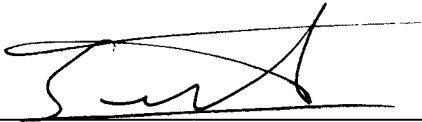
ABSTAIN:

ABSENT:

**SIGNED:**

\_\_\_\_\_  
SONNY DHALIWAL, MAYOR

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
Salvador Navarrete, City Attorney

\_\_\_\_\_  
Teresa Vargas, City Clerk



Community Development Department – Planning Division

Amended Consolidated Conditions of Approval

September 15, 2021

**Project Name:** Scannell Properties Industrial Project  
**File Number:** General Plan Amendment No. GPA-20-139  
Rezone No. REZ-20-140  
Site Plan Review No. SPR-20-141  
Tentative Parcel Map No. TPM-20-142  
**Project Address:** 1520 Lathrop Road (APN: 198-040-14)

*The following list of conditions shall be incorporated into the final construction plans and development phases of the project. The list of conditions are not intended to be all-inclusive or a comprehensive listing of all City or district regulations. Please note that additional comments and/or conditions may be added pending the response to the comments noted below and or changes to the proposed project.*

Approval of this project authorizes the construction of three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft. The Vesting Tentative Parcel Map would subdivide an existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3) and Parcel 4 is 2.52-acres. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin.

**CEQA DETERMINATION**

An Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for the Scannell Properties Industrial Project to disclose potential significant environmental effects of the proposed project and identify feasible mitigation measures that would reduce the potential significant environmental effects to a less than significant level. The IS/MND was prepared in compliance with the California Environmental Quality Act (CEQA).

**PLANNING**

1. The project is subject to and shall comply with the applicable Mitigation Monitoring and Reporting Program (MMRP) resulting from the Scannell Properties Industrial Project Initial Study/Mitigated Negative Declaration, (attached).

2. No heavy vehicles (CA Legal and STAA trucks) shall be permitted on Lathrop Road west of McKinley Avenue, as directed by City Council at their meeting of September 13, 2021, unless this restriction is modified by City Council.
3. Prior to any ground disturbance, the developer shall consult with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) for biological coverage, mitigation and participation in the plan. Participation in the SJMSCP satisfies requirements of both the State and Federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA).
4. The applicant shall coordinate with the San Joaquin Valley Air Pollution Control District to comply with District rules and regulations including but not limited to Rule 9510, Indirect Source Review. The applicant shall provide proof of compliance prior to building permit issuance.
5. The project shall comply with all applicable site development provisions contained in the Lathrop Municipal Code including but not limited to parking, lighting, landscaping, etc.
6. The applicant shall submit appropriate plans to the Community Development Department for plan check and building permit. Final site plan, elevation, landscaping and irrigation, exterior lighting and site improvement plans and details, etc. shall be reviewed and approved by the Planning Division. Any significant change or modification to the approved plan is subject to review and approval by the Community Development Director.
7. Landscaping and irrigation must be consistent with the City's Water Conservation Requirements (LMC 17.92.060) and the State Water Efficient Landscape Ordinance (AB 1881). Provide a water efficient landscape worksheet with water budget calculations identifying the water allowance and estimated water use.
8. The entire site including landscaping areas shall be maintained in a healthy, weed free condition.
9. If proposed, trash enclosure(s) shall include but not be limited to a covered roof, metal gate and have three solid walls. Details and/or alternative designs or location shall be subject to review and approval of the Planning, Building and Public Works Department. The trash enclosure design, material and color shall match or compliment the main building.
10. Any building or parking area lighting including security lighting, shall be arranged to not cast light onto adjoining properties.
11. A final site lighting photometric plan with detailed specifications of all lighting fixtures, poles, and wall packs as well as a manufacturer's catalogue sheet containing photometric data, shall be submitted with Building Permits for City review and approval. Parking lots, driveways, trash enclosure/areas shall be illuminated during the hours of darkness with a minimum maintained one foot-candle of light and an average not to exceed four foot-candles of light. The illumination shall not exceed ten (10) foot-candles in any one location.
12. No signs are approved for this project. Sign Permits for any exterior signs shall be submitted to the Planning Division for review and approval prior to installation. All signage must be in accordance with the applicable standards of the Lathrop Municipal Code.
13. Bicycle parking shall be installed consistent with Chapter 17.76.120 of the LMC.
14. Roof-mounted mechanical equipment shall be screened and not visible from the public right-of-way. Screening materials shall be compatible with the architectural style, materials and color of the building upon which the equipment is located, subject to the approval of the Community Development Director.

15. Ground-mounted equipment that is not require to be visible, shall be screened and not visible from the public right-of-way using the most practical means of screening, such as landscaping, a freestanding wall/fence, matching paint, subject to the approval of the Community Development Director.
16. The Parcel Map shall be in substantial conformance with the approved Tentative Parcel Map, as conditioned, and future development shall be consistent with applicable sections of the Lathrop Municipal Code.
17. The applicant is responsible for contacting all appropriate utility companies to obtain their agreement for extension and/or relocation of services necessary to final the proposed Tentative Parcel Map.
18. Any activity authorized by this Tentative Parcel Map shall constitute acceptance of all of the conditions and obligations imposed by the City on this Tentative Parcel Map. The applicant(s), by said acceptance of these Conditions, waives any challenge as to the validity of these conditions.
19. Unless otherwise specified, all conditions of approval shall be complied with prior to the issuance of any Building Permits.
20. The Tentative Parcel Map shall expire twenty-four (24) months from the date of approval unless a time extension is granted consistent with the policies and procedures of the Lathrop Municipal Code and the Subdivision Map Act.
21. The applicant shall provide a copy of the recorded Parcel Map to create the subject parcel prior to issuance of the building permit.
22. The Site Plan shall expire thirty-six (36) months from the date of approval unless a time extension is granted consistent with the policies and procedure of the Lathrop Municipal Code. Prior to the expiration, a building permit must be issued and construction is commenced and diligently pursued toward completion of the site or structures.
23. The City of Lathrop may conduct annual and or spot inspections to ensure that required site improvements and conditions are being complied with and maintained.

## **BUILDING**

1. All construction shall comply with the most recent adopted City and State building codes:
  - 2019 California Building Code
  - 2019 California Residential Code
  - 2019 California Electrical Code
  - 2019 California Mechanical Code
  - 2019 California Plumbing Code
  - 2019 California Fire Code
  - 2019 California Green Code
2. Special Inspections – As indicated by California Building Code Section 1704, the owner shall employ one or more special inspectors who shall provide special inspections when required by CBC section 1704. Please contact the Building Division at time of plan submittal to obtain application for special inspections.

3. The Title Sheet of the plans shall include:
 

Occupancy Group	Type of Construction
Occupant Load	Height of Building
Description of Use	Floor area of building(s) and/or occupancy group
4. School impact fees shall be paid prior to permit issuance.
5. Dimensioned building setbacks and property lines, street centerlines and between buildings or other structures shall be designed on the site plan.
6. All property lines and easements must be shown on the site plan. A statement that such lines and easements are shown is required.
7. The project design will conform with energy conservation measures articulated in Title 24 of the California Code of Regulations and address measures to reduce energy consumption such as flow restrictors for toilets, low consumptions light fixtures, and insulation and shall use to the extent feasible draught landscaping.
8. A design professional will be required at time of construction drawings, to prepare plans for proposed improvements per the Business and Professions' Code.
9. Public and private site improvements shall be designed in accordance with the Americans with Disabilities Act and Chapter 11B of the California Building Code. Site plan shall include a site accessibility plan identifying exterior routes of travel and detailing running slope, cross slope, width, pedestrian ramp, curb ramps, handrails, signage and truncated domes. Path of travel shall be provided from the public right of way and accessible parking to building. The design professional shall ensure that the site accessibility plan is compliance with the latest Federal and State regulations.
10. A site accessibility plan shall be required as the attached policy from the link below. [https://www.ci.lathrop.ca.us/sites/default/files/fileattachments/building\\_division/page/1651/site\\_accessibility\\_plan\\_requirements\\_3-17-20.pdf](https://www.ci.lathrop.ca.us/sites/default/files/fileattachments/building_division/page/1651/site_accessibility_plan_requirements_3-17-20.pdf)

## **PUBLIC WORKS**

### **1. Wastewater**

- a. Applicant shall be required to connect to the City sewer system prior to certificate of occupancy for the first building within the project.
- b. The wastewater will be treated at the Manteca Wastewater Quality Control Facility (MWQCF) and capacity is available for purchase. The total developed parcel acreage is 15.60, applying a factor of 355 gallons per day/acre per City Standard for industrial use, the development will require 5,538 gallons per day of wastewater capacity, equivalent to 23.075 ISUs. The cost per ISU for the MWQCF can be found in the City Master Fee Schedule.
- c. The sewer main shall be connected to the City force main located at Lathrop Road and McKinley Avenue.

### **2. Potable Water**

- a. Applicant shall be required to connect to the water utility for domestic supply and pay all applicable connection fees. Any groundwater wells on site shall be abandoned under a permit from San Joaquin County prior to connecting potable water to the site.

- b. The total gross parcel acreage is 18.15, applying a factor of 926 gallons per day/acre per the City Standard for industrial use, the development will require 16,807 gallons per day of water capacity. The City has sufficient water capacity to sell at the cost shown in the City Master Fee Schedule.

**3. Storm Drain**

- a. There is no storm drain utility available at this time. All storm water shall be retained onsite in a retention pond sized per the City of Lathrop Design and Construction Standards.
- b. When the storm drain utility becomes available the site shall be required to connect to the storm drain utility. The applicant shall pay into the storm drain capital facility fee for future improvement and enter into a Deferred Frontage Improvement Agreement (DFIA) for the future connection to the storm system once available.
- c. Storm drain basin shall comply with City standards. Maximum side slope shall be 3:1 and the access road should be sloped away from the basin so the storm water can be concentrated on an entrance to the basin with erosion control.

**4. Storm Water – Construction**

- a. Project is greater than one acre, applicant shall complete a SWPPP, obtain a WDID number and list the number on the improvement plans, and submit the SWPPP to the City for review and approval.

**5. Solid Waste**

- a. Applicant shall install a trash enclosure with three solid walls, the fourth wall with a gate and a roof. Trash enclosure will require a man door. A sewer drain in the enclosure is not required as the use is industrial/warehousing.

**6. Frontage Improvements**

- a. Applicant shall dedicate right-of-way and public utility easement as necessary.
- b. Applicant shall move all existing overhead utilities less than 34.5 kVA underground with the frontage of the proposed development.
- c. Most of the frontage improvements have been installed by the City with the Lathrop Road UPRR overcrossing project. Applicant shall reimburse City for these frontage improvements.
- d. Applicant shall complete all offsite work under a Subdivision Improvement Agreement or Encroachment Permit included the addition of driveways and any items that need to be completed include but not limited to sidewalk, curb, gutter, paving, signing, striping and fire hydrants.

**7. Access**

- a. The proposed “D” Street access driveway crosses the SSJID parcel. An easement from SSJID is required prior to Building Permit issuance.

**8. Parcel**

- a. Applicant shall start the reverter process in order to gain ownership of the subject parcel. The reverter process shall be complete prior to approval of the first Parcel Map or issuance of the first Building Permit, whichever occurs first.

## 9. General Comments

- a. Applicant shall retain the services of a California licensed civil engineer to design the utility plans for sewer, water storm drain lines and systems.
- b. Applicant shall ensure that all off-site and on-site improvements comply with City Standards.
- c. The parking areas and drive isles on site shall be paved with asphalt concrete.
- d. Hydrology and hydraulic calculations and plans for on-site storm water system shall be submitted to the City for review and approval.
- e. The Applicant shall execute a maintenance agreement for all onsite storm water quality treatment devices, swales and/or ponds.
- f. Applicant shall install as part of their onsite improvement all necessary Best Management Practices (BMP's) for post construction in accordance with City guidelines and standards. The BMP's must be in place prior to final occupancy.
- g. Any driveway access to Lathrop Road shall be right-in right-out only.
- h. Applicant shall pay all appropriate fees including but not limited to Levee Impact Fee, Capital Facilities Fees, and Plan Check and Inspection Fees.
- i. A geotechnical report shall be submitted for the project, which includes groundwater elevations, percolation rates for retention basins, soil compaction requirements, and recommendations for asphalt paving.
- j. Grading and other construction activities that may cause dust shall be watered to control dust at the City Engineer's direction. A water vehicle shall be available for dust control operations at all times during grading operations. The adjacent public street shall be kept free and clean of any project dirt, mud, materials, and debris.
- k. The Applicant shall pay their fair share equal to 25% of the total cost of a traffic signal at the intersection of Lathrop Road and "D" Street, per the Transportation Analysis, dated September 9, 2021. The Applicant may install the traffic signal and associated improvements at their cost with the ability to be reimbursed in the future for the amount in excess of their fair share. Payment of the fair share shall occur prior to the approval of the first parcel map or issuance of the first building permit, whichever occurs first.

### **LATHROP-MANTECA FIRE DISTRICT (LMFD)**

1. The project must conform to the appropriate edition of the California Fire Code (currently the 2019 edition) and all related standards.
2. Permits shall be obtained from the fire code official. Permit(s) and fees, shall be paid prior to issuance of any and/or all permits. Issued permits shall be kept on the premises designated therein at all times and shall be readily available for inspection by the fire code official. (Permits are to be renewed on an annual basis).
3. Approved automatic sprinkler systems shall be provided as required in 2019 California Fire Code §903.2. Tenant/Occupant/Owner shall have the responsibility to ensure that the correct fire suppression system is added/modified/tested and accepted by the (AHJ) Fire District. Fire suppression system plans shall be modified under separate fire permit and shall be submitted by a licensed contractor, to the (LMFD) Fire District for review and approval prior to modification. Deferred submittal accepted.

4. An approved fire alarm system shall be installed in accordance with 2019 CFC §907.2 and 2019 NFPA 72.
5. Fire Department Development Fees for all new buildings must be paid in accordance with the City of Lathrop's Ordinance and Resolutions adopting the fee schedule.
6. An approved Fire Flow test shall be conducted prior to ground breaking to determine the allowable Fire Fighting capabilities for the site.
7. An approved water supply for fire protection, either temporary or permanent, shall be made available prior to commencing construction beyond the foundation stage, or as soon as combustible material arrives on the site.
8. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet (30 480 mm) of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available.
9. The Fire Department Fire Access Roads shall meet the requirements established by the San Joaquin County Fire Chief's Association.
10. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, a key box is required to be installed in an approved location. The key box shall be of an approved type and shall contain keys to gain necessary access as required by the fire code official. In addition to key box(es), any automatic gates shall have Opticom access ability to provide necessary access for emergency apparatus.
11. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
12. Other fire & life safety requirements may be required at time of building plan review.
13. Final approval is subject to field inspections. Minimum 48 to 72-hour notice required prior to any life-safety fire inspections. Other conditions may apply at time of inspections and are subject to correction.

#### **LATHROP POLICE SERVICES (LPS)**

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

**ADMINISTRATIVE SERVICES**

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

**SAN JOAQUIN COUNTY ENVIRONMENTAL HEALTH DEPARTMENT**

See attached memo dated March 16, 2021.

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

See attached memo dated February 5, 2021.






**Environmental Health Department**

**Jasjit Kang, REHS, Director**  
*Muniappa Naidu, REHS, Assistant Director*

**PROGRAM COORDINATORS**  
Robert McClellon, REHS  
Jeff Carruesco, REHS, RDI  
Willy Ng, REHS  
Melissa Nissim, REHS  
Steven Shih, REHS

March 16, 2021

To: City of Lathrop Community Development Department  
Attention: David Niskanen

From: Naseem Ahmed; 209-616-3018  
Senior Registered Environmental Health Specialist 

RE: **Scannell Lathrop (GPA-20-139, REZ-20-140, SPR-20-141, and TPM-20-142)**

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

1. Any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).
2. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).
3. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) at [cers.calepa.ca.gov/](http://cers.calepa.ca.gov/) and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases). The applicant may contact the Program Coordinator of the CUPA program, Melissa Nissim (209) 468-3168, with any questions.
  - a. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – **Hazardous Waste Program** (Health & Safety Code (HSC) Sections 25404 & 25180 et sec.)
  - b. Onsite treatment of hazardous waste – **Hazardous Waste Treatment Tiered Permitting Program** (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)
  - c. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – **Hazardous Materials Business Plan Program** (HSC Sections 25508 & 25500 et sec.)
  - d. Any amount of hazardous material stored in an Underground Storage Tank – **Underground Storage Tank Program** (HSC Sections 25286 & 25280 et sec.)
    - i. If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.

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

If you have any questions, please call Naseem Ahmed, Senior REHS, at [nahmed@sjgov.org](mailto:nahmed@sjgov.org) or (209) 616-3018.

Steven Shih, REHS  
Program Coordinator



S J C O G, Inc.

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

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

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

**To:** David Niskanen, City of Lathrop, Community Development Department

**From:** Laurel Boyd, SJCOG, Inc.

**Date:** February 5, 2021

**-Local Jurisdiction Project Title:** Scannell Lathrop (GPA-20-139; REZ-20-141; and TPM-20-142)

**Assessor Parcel Number(s):** 198-040-14

**Local Jurisdiction Project Number:** GPA-20-139; REZ-20-141; and TPM-20-142

**Total Acres to be converted from Open Space Use:** Unknown

**Habitat Types to be Disturbed:** Urban Habitat Land

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

Dear Mr. Niskanen:

SJCOG, Inc. has reviewed the project referral for the Scannell Lathrop Project. This project consists of a:

- General Plan Amendment (GPA) – Modify the General Plan Land Use Designation from SC (Service Commercial) to GI (General Industrial); and
- Rezone (REZ) – Modify the Zoning District from SC (Service Commercial) to GI (General Industrial); and
- Tentative Parcel Map (TPM) – Subdivide the 18.15 acre parcel into four (4) parcels. The size the subdivided parcels are as follows: Parcel 1 – 6.55 acres; Parcel 2 – 5.58 acres; Parcel 3 – 3.47 acres and Parcel 4 – 2.55 acres.
- Site Plan Review (SPR) – Development of three (3) industrial warehouse/distribution buildings on three (3) parcels. Off street parking is provided for automobiles and commercial truck trailers. Additionally, each building includes dock doors for operation of the distribution business. The project also proposes to construct an on-site stormwater retention basin (Parcel 4) to service the entire development and to construct an on-site sewer pump station with a force main that will extend off-site and connect to the existing service.

The project site is located at 1520 Lathrop Road, Lathrop (APN: 198-040-14).

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

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

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

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental take Minimization Measures and mitigation requirement:
  1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.

## 2 | SJCOG, Inc.

2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must
  - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period), or
  - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered, or
  - c. Dedicate land in-lieu of fees, either as conservation easements or fee title, or
  - d. Purchase approved mitigation bank credits
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must
  - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered, or
  - b. Dedicate land in-lieu of fees, either as conservation easements or fee title, or
  - c. Purchase approved mitigation bank credits.

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

- Receive your Certificate of Payment and release the required permit

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

If you have any questions, please call (209) 235-0600.



**S J C O G, Inc.**

*San Joaquin County Multi-Species Habitat Conservation & Open Space Plan*

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

**SJMSCP HOLD**

**TO:** Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other: \_\_\_\_\_

**FROM:** Laurel Boyd, SJCOG, Inc.

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

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

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

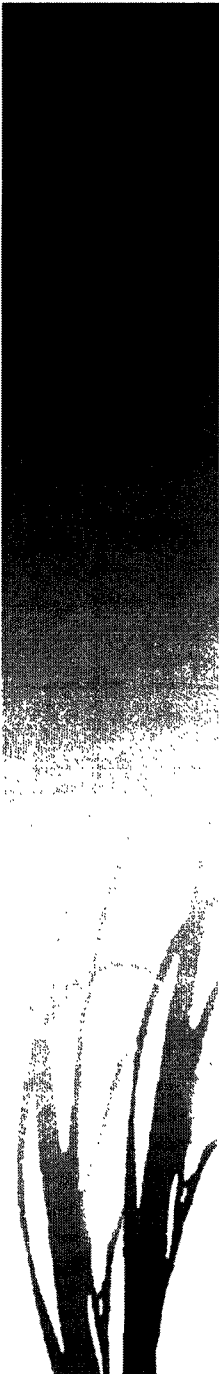
Project Title: Scannell Lathrop Project

Assessor Parcel #s: 198-040-14

T \_\_\_\_\_, R \_\_\_\_\_, Section(s): \_\_\_\_\_

Local Jurisdiction Contact: David Niskanen

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



Scannell Properties Industrial Project  
Mitigation Monitoring and Reporting Program (MMRP)

## MITIGATION MONITORING AND REPORTING PROGRAM

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This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Scannell Properties Industrial Project (project). This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A MMRP is required for the proposed project because the Initial Study / Mitigated Negative Declaration (IS/MND) has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the IS/MND.

### MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in the IS/MND.

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

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

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

# MITIGATION MONITORING AND REPORTING PROGRAM

**TABLE 1: MITIGATION MONITORING AND REPORTING PROGRAM**

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<b>BIOLOGICAL RESOURCES</b>				
<p>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?</p>	<p><b>Mitigation Measure BIO-1:</b> Prior to commencement of any grading activities, the Project applicant shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through implementation of incidental take and minimization Measures (ITMMs) and payment of fees for conversion of lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. Obtaining coverage for a project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a), California Fish and Game Code Section 2081, and the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species.</p> <p><b>Mitigation Measure BIO-2:</b> Prior to the commencement of grading activities or other ground disturbing activities on the Project site, the Project applicant shall arrange for a qualified biologist to conduct a preconstruction survey for nesting raptors in accordance with SJMSCP requirements. If no nests are detected, then construction activities may commence. If occupied nests are discovered, then the Project applicant shall coordinate with SJCOG regarding the appropriate buffer needed to avoid the particular bird species. If burrowing owl is discovered during the non-breeding season (September 1 through January 31) they should be evicted from the Project site by passive relocation as described in the California Department of Fish and Game's Staff Report on Burrowing Owls (Oct., 1995). Implementation of this mitigation shall occur prior to grading or site clearing activities. SJCOG shall be responsible for monitoring and a qualified biologist shall conduct surveys and relocate owls as required.</p>	<p>City of Lathrop Community Development Department San Joaquin Council of Governments</p> <p>City of Lathrop Community Development Department San Joaquin Council of Governments</p>	<p>Prior to commencement of any grading activities</p> <p>Prior to commencement of any grading activities or other ground disturbing activities</p>	



## MITIGATION MONITORING AND REPORTING PROGRAM

CULTURAL RESOURCES	Mitigation Measure CUL-1: If cultural resources (i.e., prehistoric sites, historic sites, isolated artifacts/features, and paleontological sites) are discovered during construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Lathrop shall be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology (or a qualified paleontologist in the event paleontological resources are found) shall be retained to determine the significance of the discovery. The City of Lathrop shall consider recommendations presented by the professional for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Specific measures are developed based on the significance of the find.	City of Lathrop Community Development Department Qualified archaeologist	If cultural resources (i.e., prehistoric sites, historic sites, isolated artifacts / features, and paleontological sites) are discovered during construction
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?		San Joaquin County Coroner	If any human remains are found during grading and construction activities
c) Disturb any human remains, including those interred outside of formal cemeteries?	Mitigation Measure CUL-2: If any human remains are found during grading and construction activities, all work shall be halted immediately within 50 meters (165 feet) of the discovery and the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. Additionally, if the Native American resources are identified, a Native American monitor, following the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites established by the Native American Heritage Commission, may also be required and, if required, shall be retained at the applicant's expense.	Native American Heritage Commission	
GEOLOGY AND SOILS			
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Mitigation Measure GEO-1: Prior to issuance of building permits, the project applicant shall submit a design-level geotechnical study and building plans to the City of Lathrop for review and approval. The building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the most recent version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including	City of Lathrop Building Division	Prior to the issuance of building permits
iii) Seismic-related ground failure, including liquefaction?			

## MITIGATION MONITORING AND REPORTING PROGRAM

<p>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?</p> <p>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>	<p>those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. The approved plans shall be incorporated into the proposed project. All onsite soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.</p>	<p>City of Lathrop Engineering Division</p>	<p>Prior to the issuance of building permits</p>
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	<p><b>Mitigation Measure GEO-2:</b> The Project applicant shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB in accordance with the NPDES General Construction Permit requirements. The SWPPP shall be designed to control pollutant discharges utilizing Best Management Practices (BMPs) and technology to reduce erosion and sediments. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the Project site. Measures shall include temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) that will be employed to control erosion from disturbed areas. Final selection of BMPs will be subject to approval by the City of Lathrop and the RWQCB. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.</p>		
<p><b>HAZARDS AND HAZARDOUS WASTE</b></p>			
<p>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?</p>	<p><b>Mitigation Measure HAZ-1:</b> Prior to the issuance of grading or building permits, the Project Applicant shall destroy the permanently inactive wells located within the Project site, in accordance with standards developed by the Department of Water Resources pursuant to Section 13800 of the Water Code and adopted by the State Water Resources Control Board or local agencies in accordance with Section 13801 of the Water Code.</p>	<p>San Joaquin Department of Environmental Health Department.</p>	<p>Prior to the issuance of a grading or building permits.</p>

## MITIGATION MONITORING AND REPORTING PROGRAM

HYDROLOGY AND WATER QUALITY	City of Lathrop Engineer	Prior to the issuance of a building or grading permit.
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) Result in substantial erosion or siltation on- or off-site; (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or</p> <p>e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>	<p><b>Mitigation Measure HYDRO-1:</b> Prior to the issuance of a building or grading permit, the Project applicant shall submit a drainage plan to the City of Lathrop for review and approval. The plan shall include an engineered storm drainage plan that demonstrates attainment of pre-project runoff requirements and describe the volume reduction measures and treatment controls used to reach attainment consistent with the Lathrop Storm Drainage Master Plan.</p> <p><b>Mitigation Measure HYDRO-2:</b> The Project applicant shall implement the following nonstructural BMPs that focus on preventing pollutants from entering stormwater:</p> <ul style="list-style-type: none"> <li>• Pollution Prevention/Good Housekeeping <ul style="list-style-type: none"> <li>○ Prior to clearing, grading, and disturbances to the ground such as stockpiling, or excavation in each phase of the project, the Project applicant shall develop a spill response and prevention plan as a component of (1) SWPPPs prepared for construction activities, (2) SWPPPs for facilities subject to the NPDES Stormwater Permit, and (3) spill prevention control and countermeasure plans for qualifying facilities. The spill response and prevention plan shall be implemented during all construction activities.</li> </ul> </li> <li>• Operation and Maintenance (O&amp;M) of Treatment Controls <ul style="list-style-type: none"> <li>○ Prior to clearing, grading, and disturbances to the ground such as stockpiling, or excavation in each phase of the project, the Project applicant shall develop an Operation and Maintenance (O&amp;M) Plan for the storm drainage facilities to ensure long-term performance. The O&amp;M plan shall incorporate the manufacturers' recommended maintenance procedures and include (1) provisions for debris removal, (2) guidance for addressing public health or safety issues, and (3) methods and criteria for assessing the efficacy of the storm drainage system. An annual report shall be submitted to the City certifying that maintenance of the facilities was conducted according to the O&amp;M plan.</li> </ul> </li> </ul>	<p>Prior to the issuance of a building or grading permit.</p> <p>Prior to the issuance of a building or grading permit.</p>

## MITIGATION MONITORING AND REPORTING PROGRAM

<b>NOISE</b>			
<p>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?</p>	<p><b>Mitigation Measure NOI-1:</b> During project construction activities, the applicant shall require its construction contractors to adhere to the following noise attenuation requirements:</p> <ul style="list-style-type: none"> <li>• Construction activities shall be limited to the hours between 7 a.m. to 8 p.m. daily. The City of Lathrop Director of Public Works shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete).</li> <li>• All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. If no noise-reduction features were installed by the manufacturer, then the contractor shall require that at least a muffler be installed on the equipment.</li> <li>• Construction staging and heavy equipment maintenance activities shall be performed on the northernmost part of the Project site (along Atherton Road) to create the greatest separation from the nearest residence, unless safety or technical factors take precedence (e.g., an equipment breakdown). Alternatively, staging and maintenance could be performed on adjacent vacant parcels so long as the separation to the nearest residence is greater than what could be achieved on the Project site.</li> </ul>	<p>City of Lathrop Community Development Department</p>	<p>During construction activities.</p>
<b>PUBLIC SERVICES</b>			
<p>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,</p>	<p><b>Mitigation Measure PSU-1:</b> Prior to issuance of building permits for any project uses, the Project applicant shall provide the City of Lathrop with all applicable fire protection development fees in accordance with the latest adopted fee schedule.</p>	<p>City of Lathrop Engineer</p>	<p>Prior to the issuance of building permits.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

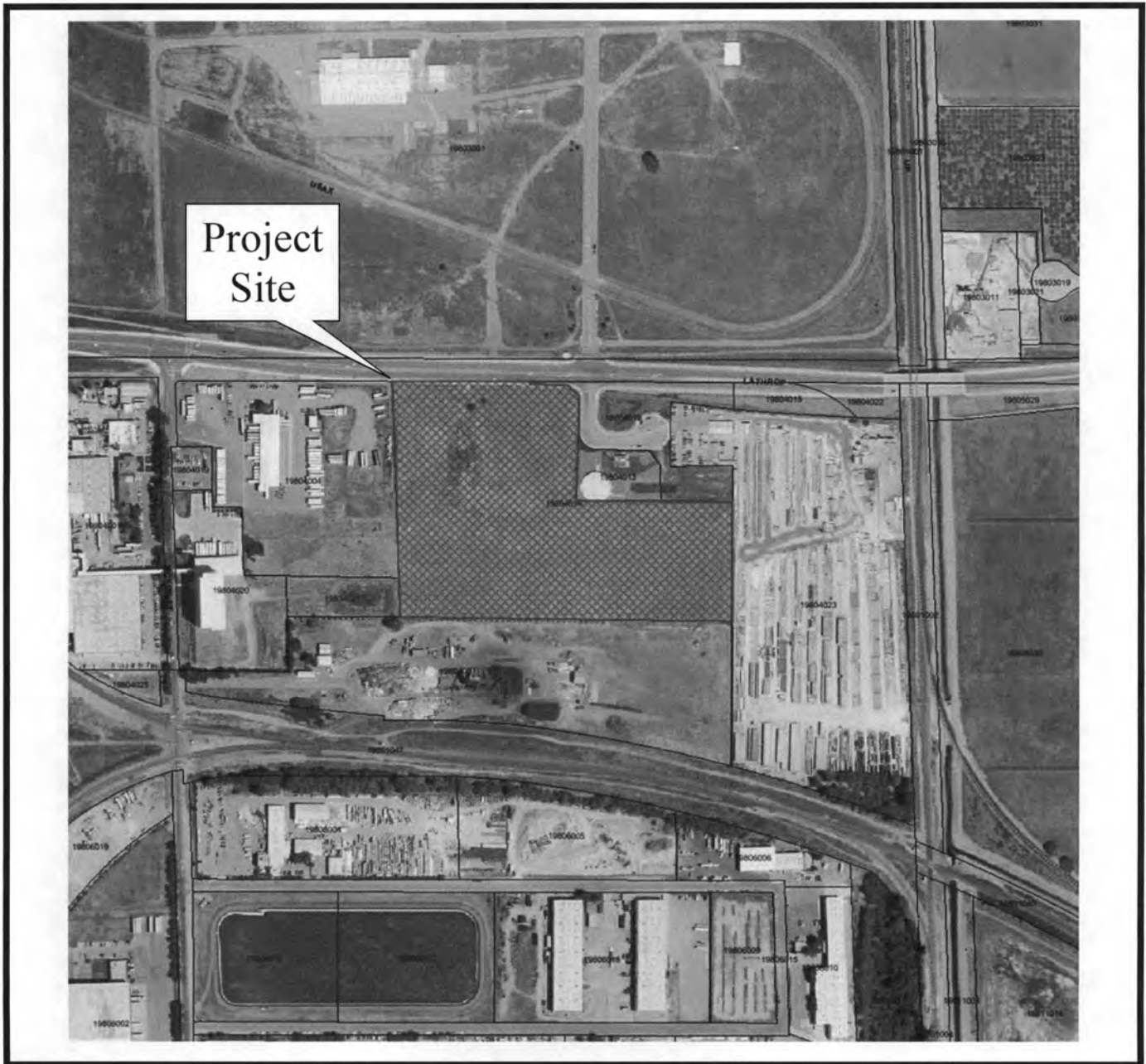
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response times or other performance objectives for any of the public services: Fire Protection?				
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## MITIGATION MONITORING AND REPORTING PROGRAM

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**PLANNING DIVISION  
Vicinity Map**



**GPA-20-139, REZ-20-140, SPR-20-141, and  
TPM-20-142  
Scannell Properties  
1520 Lathrop Road  
APN: 198-040-14**



# SCANNELL LATHROP

1520 LATHROP ROAD  
LATHROP, CALIFORNIA



## SHEET INDEX

### ARCHITECTURAL

- A01 TITLE SHEET
- A10 GENERAL SITE PLAN
- A11 PRELIMINARY LANDSCAPE PLAN - BUILDING 1
- A12 PARKING SITE PLAN - BUILDING 1
- A13 PARKING SITE PLAN - BUILDING 3
- A14 EXTERIOR ELEVATIONS - BUILDING 1
- A15 EXTERIOR ELEVATIONS - BUILDING 3
- A16 EXTERIOR ELEVATIONS - BUILDING 5
- A17 EXTERIOR ELEVATIONS - BUILDING 7
- A18 EXTERIOR ELEVATIONS - BUILDING 9
- A19 DETAILS

### LANDSCAPE

- L1 PRELIMINARY LANDSCAPE PLAN
- L2 PRELIMINARY LANDSCAPE PLAN
- L3 PRELIMINARY LANDSCAPE PLAN
- L4 PRELIMINARY LANDSCAPE PLAN
- L5 PRELIMINARY LANDSCAPE PLAN

WARE MALCOMB  
Landscape Design for Commercial Real Estate

WAREMALC  
1520 LATHROP RD  
LATHROP, CA 94546  
PH: (925) 214-0600  
WWW.WAREMALC.COM

SCANNELL LATHROP  
1520 LATHROP RD  
LATHROP, CALIFORNIA

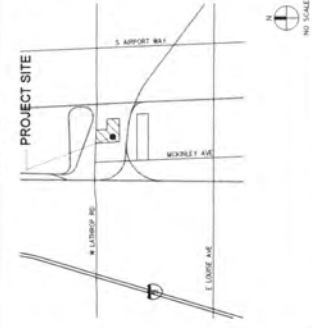
ATTACHMENT #

DATE	REVISIONS

DATE: 05/20/2010	BY: JZP
PROJECT: 1520 LATHROP RD	NO: 1000-0000-00

A0.1

## VICINITY MAP



## ARCHITECT'S CONSULTANTS

**LANDSCAPE ARCHITECT**  
RW STOVER & ASSOCIATES, INC. LANDSCAPE ARCHITECTURE  
1000 S. GARDEN ST. SUITE 100  
MOUNTAIN VIEW, CA 94040  
PH: (925) 937-2582 X300

## OWNER'S CONSULTANTS

**CIVIL ENGINEER**  
MCKAY & STAMPS  
1000 S. GARDEN ST. SUITE 100  
MOUNTAIN VIEW, CA 94040  
PH: (925) 214-0600

## OWNER

**SCANNELL PROPERTIES**  
3099 MC JANNETT BLVD. SUITE 200  
LAFAYETTE, CA 94501  
PH: (925) 937-2522

## GENERAL CONTRACTOR

TBD

## ARCHITECT

**WARE MALCOMB**  
4665 CHERRY DRIVE SUITE 300  
PULFARIAN, CA 94508  
PH: (925) 214-0600 X400









CAUTION: IF THIS SHEET IS NOT 30" x 42" IT IS A REDUCED PRINT

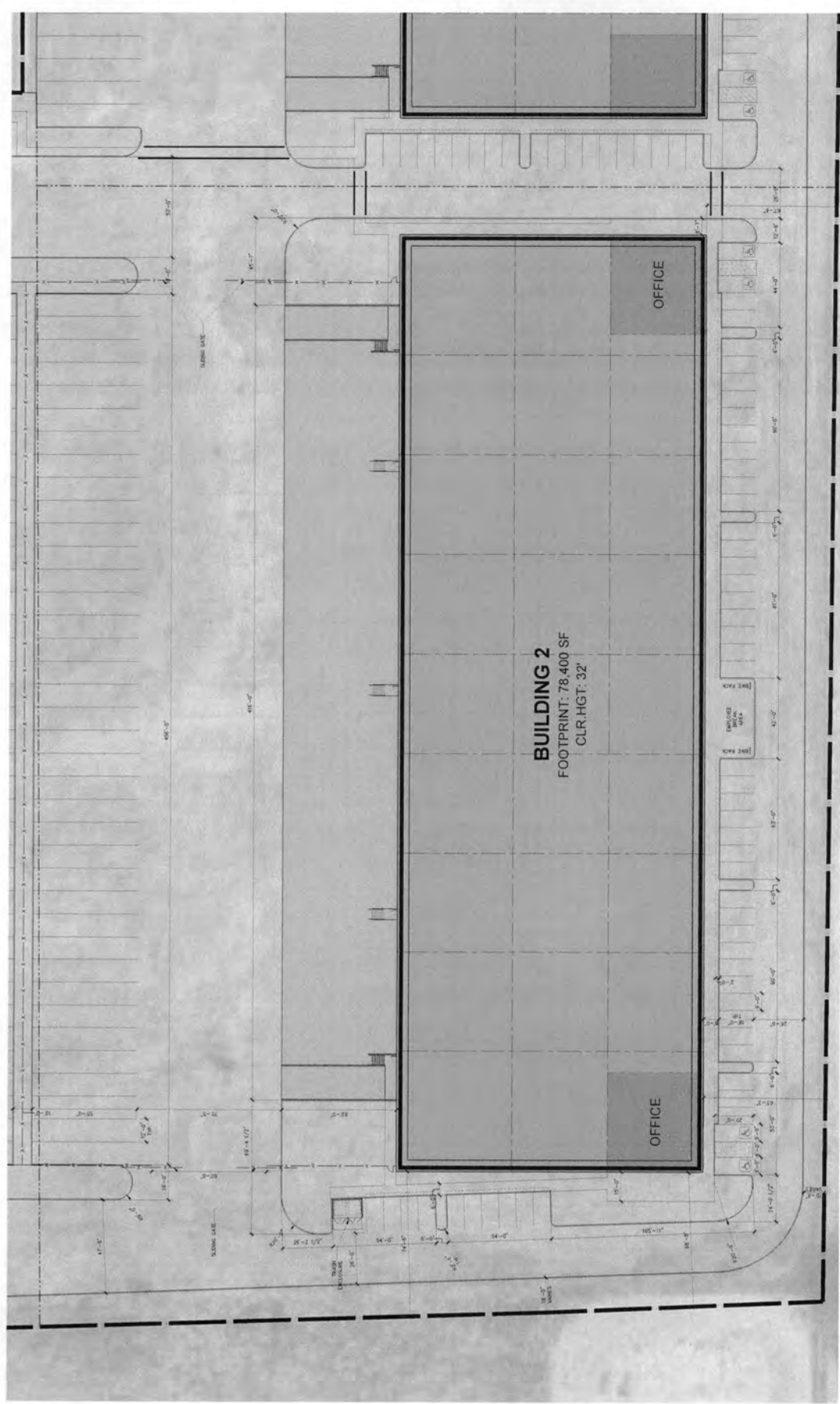
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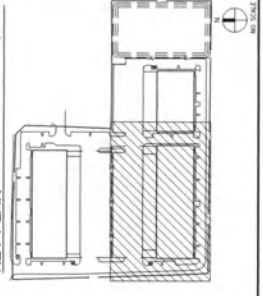
DATE	REVISIONS

**A1.2**  
 SHEET



**PARTIAL SITE PLAN**  
 SCALE: 1/8" = 1'-0"

**KEY PLAN**



**SITE PLAN NOTES**  
 SEE SHEET A1.2 FOR GENERAL NOTES

- 1 PROPERTY LINE SEE CIVIL DRAWING 1
- 2 ACCESSIBLE ENTRY SPANNE, SEE
- 3 ACCESSIBLE PARKING SPALL WITH SPANNE
- 4 UNACCESSIBLE PARKING SPALL WITH SPANNE
- 5 PARKED PARKING STOPS PER CITY STANDARDS
- 6 2'-0" PARKING SPANNE
- 7 TRUCK ENCLOSURE WITH RECYCLE BIN
- 8 2'-0" PARKING SPANNE WITH 24" MAX CROSS SLOPE
- 9 FIRE LANE ENTRY SPANNE SEE (A1.2)
- 10 FIRE LANE SPANNE SEE (A1.2)
- 11 FIRE LANE CURB (SHADED) INDICATES EXTENT OF CONTIGUOUS CURB TO BE PAVED SEE (A1.2)
- 12 LANDSCAPE AND PROTECTIVE AREA
- 13 PAVED OR PLACE CONCRETE W/ARMED S/S WITH REINFORCING EMBEDMENT

**SITE LEGEND**

- 1 FULL HEIGHT LIGHT FIXTURE, SEE ELECTRICAL
- 2 MULTIPACK LIGHT FIXTURE, SEE ELECTRICAL
- 3 TRANSFORMER WITH CONCRETE PAD, SEE ELECTRICAL
- 4 ELECTRICAL PANELS, SEE ELECTRICAL
- 5 STUDY OF PUBLIC WORK STANDARDS
- 6 FIRE LANE (SHADED)
- 7 PARKING SPALL COMB TOTAL
- 8 24" HIGH BRICK DOOR
- 9 GRADE LEVEL, INDOOR DOOR
- 10 FIRE VESTIBULE (EMPTY LOCATION WITH CIVIL DRAWINGS)
- 11 1'-0" WITH TAMPERS, SEE FIRE PROTECTION DRAWINGS

**PARCEL DATA**

- LOT 2 AREA: 5.38 ACRES (234,123 SF)
- BUILDING AREA: 71,300 SF
- NET AREA: 24,000 SF
- FAR: 0.32
- REQUIRED PARKING: 51 STALLS
- PROVIDED PARKING: 51 STALLS
- PROVIDED STALLS: 51 STALLS
- RECYCLE STALLS: 3 STALLS
- RECYCLE STALLS (LONG-TERM): 3 STALLS



THESE DIMENSIONS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF THE ARCHITECT AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY AGREEMENT WITH WARE MALCOMB. WRITERS DESIGNERS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND SHALL BE KEPT ON THE JOB SITE. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF WARE MALCOMB PRIOR TO THE COMMENCEMENT OF ANY WORK.

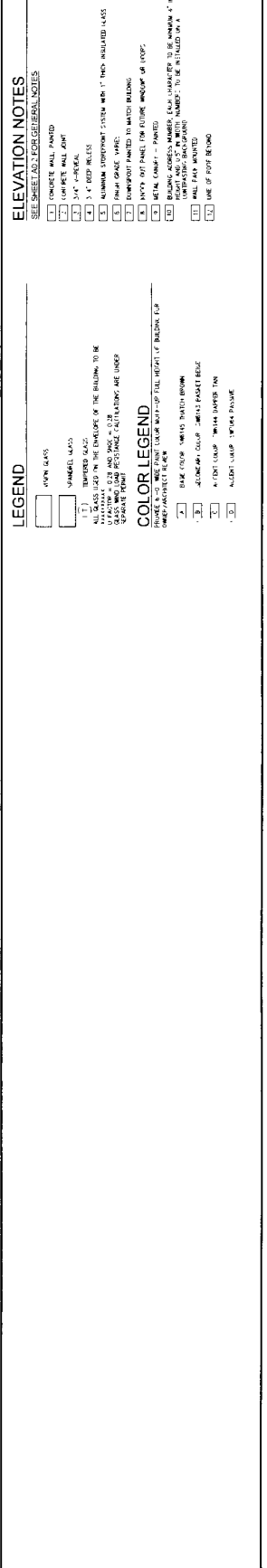
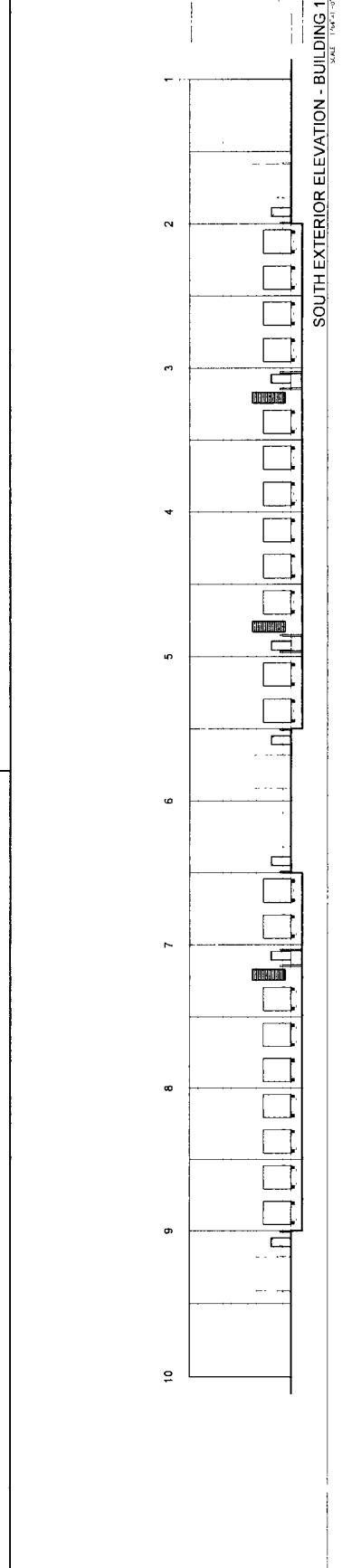
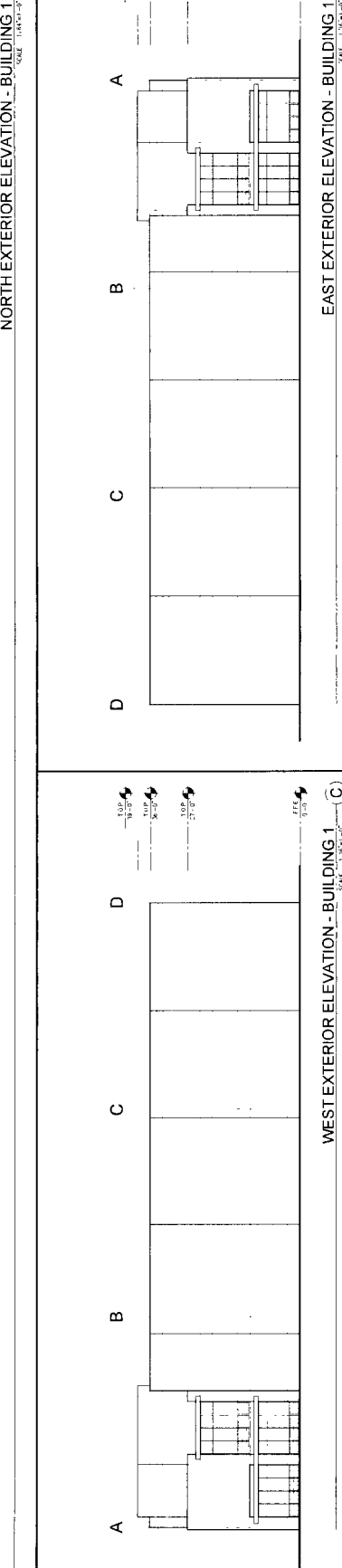
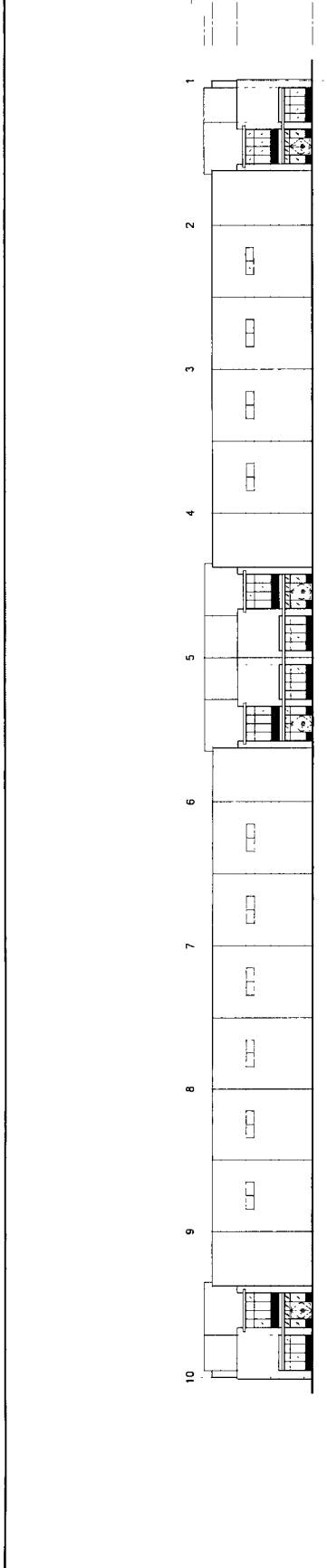


DATE	REVISIONS

EXTERIOR ELEVATIONS - BUILDING 1

WARE MALCOMB  
Leading Design for Commercial Real Estate

DATE: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
SCALE: 1/8" = 1'-0"



- ELEVATION NOTES**  
SEE SHEET 101 FOR GENERAL NOTES
- 1. COMPLETE WALL FINISH
  - 2. COMPLETE WALL JOINT
  - 3. 3/4" J-GIRTH
  - 4. 3" x 4" BEED WALLS
  - 5. NUMBER IDENTIFICATION SYSTEM WITH 1" HIGH INSULATED GLASS
  - 6. NUMBER IDENTIFICATION SYSTEM WITH 1" HIGH INSULATED GLASS
  - 7. NUMBER IDENTIFICATION SYSTEM WITH 1" HIGH INSULATED GLASS
  - 8. NUMBER IDENTIFICATION SYSTEM WITH 1" HIGH INSULATED GLASS
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  - 17. NUMBER IDENTIFICATION SYSTEM WITH 1" HIGH INSULATED GLASS
  - 18. NUMBER IDENTIFICATION SYSTEM WITH 1" HIGH INSULATED GLASS
  - 19. NUMBER IDENTIFICATION SYSTEM WITH 1" HIGH INSULATED GLASS
  - 20. NUMBER IDENTIFICATION SYSTEM WITH 1" HIGH INSULATED GLASS
- COLOR LEGEND**  
SEE SHEET 101 FOR FULL HEIGHT OF BUILDING E.P.
- 1. DARK GRAY - METAL PANEL ROOF
  - 2. ALUMINUM COLOR - METAL PANEL ROOF
  - 3. LIGHT GRAY - METAL PANEL ROOF
  - 4. LIGHT GRAY - METAL PANEL ROOF
  - 5. LIGHT GRAY - METAL PANEL ROOF



SHEET

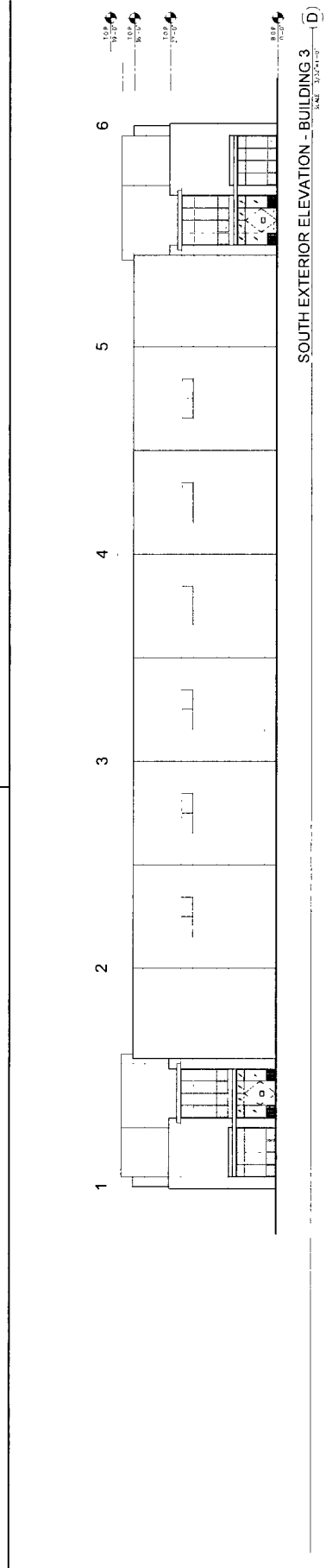
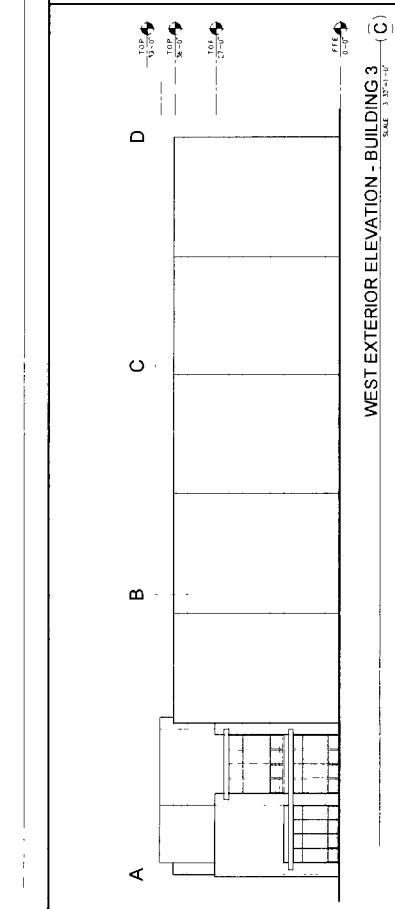
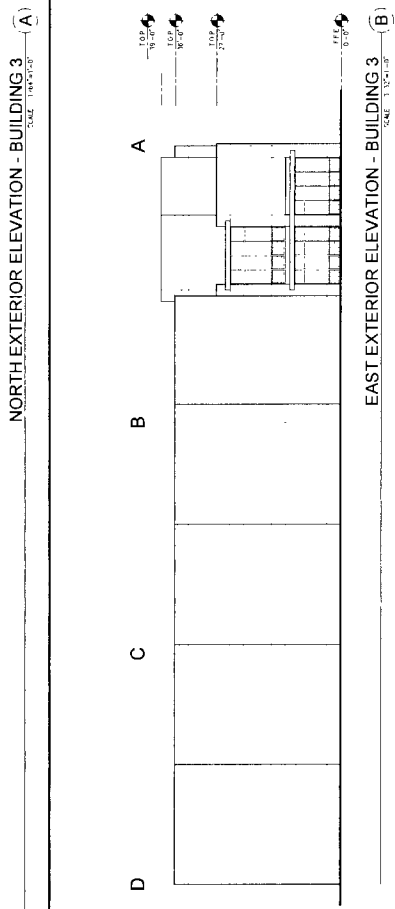
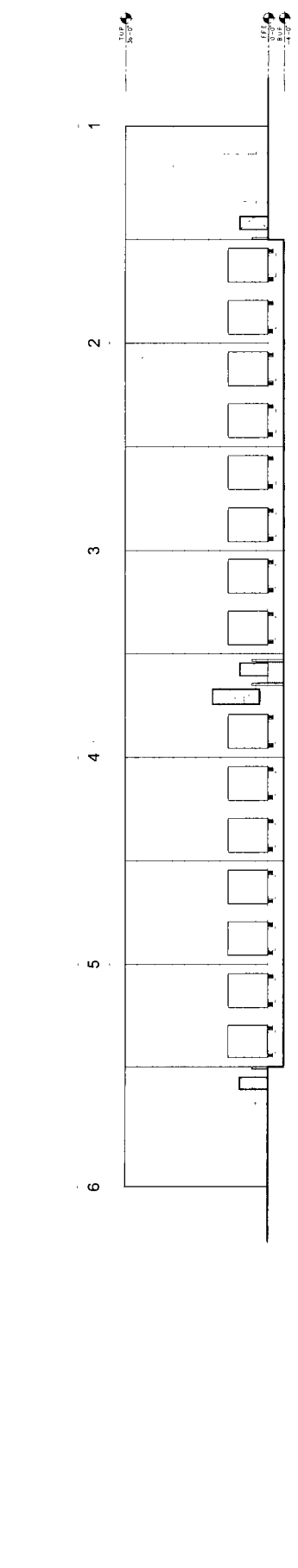
DATE: 10/20/2010  
 DRAWN BY: J.P.  
 CHECKED BY: J.P.  
 PROJECT: 100000000

NO.	DATE	REVISIONS

**SCANNELL LATHROP**  
 1520 LATHROP RD  
 LATHROP, CALIFORNIA

**WARE MALCOMB**  
 Leading Design for Commercial Real Estate

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- ELEVATION NOTES**
- 1. SEE SHEET A02 FOR GENERAL NOTES
  - 2. CONCRETE WALL PAINTED
  - 3. CONCRETE WALL JOINT
  - 4. 3" x 4" VERTICAL
  - 5. 3" x 4" HORIZONTAL
  - 6. ALUMINUM STREETLIGHT SYSTEM WITH 4" TIGHT HOUSING GLASS
  - 7. 1" x 1" SQUARE
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- LEGEND**
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**WARE MALCOMB**  
Leading Design for Commercial Real Estate

ARCHITECTURE  
INTERIOR DESIGN  
LANDSCAPE ARCHITECTURE  
PLANNING  
ENGINEERING  
CONSULTING

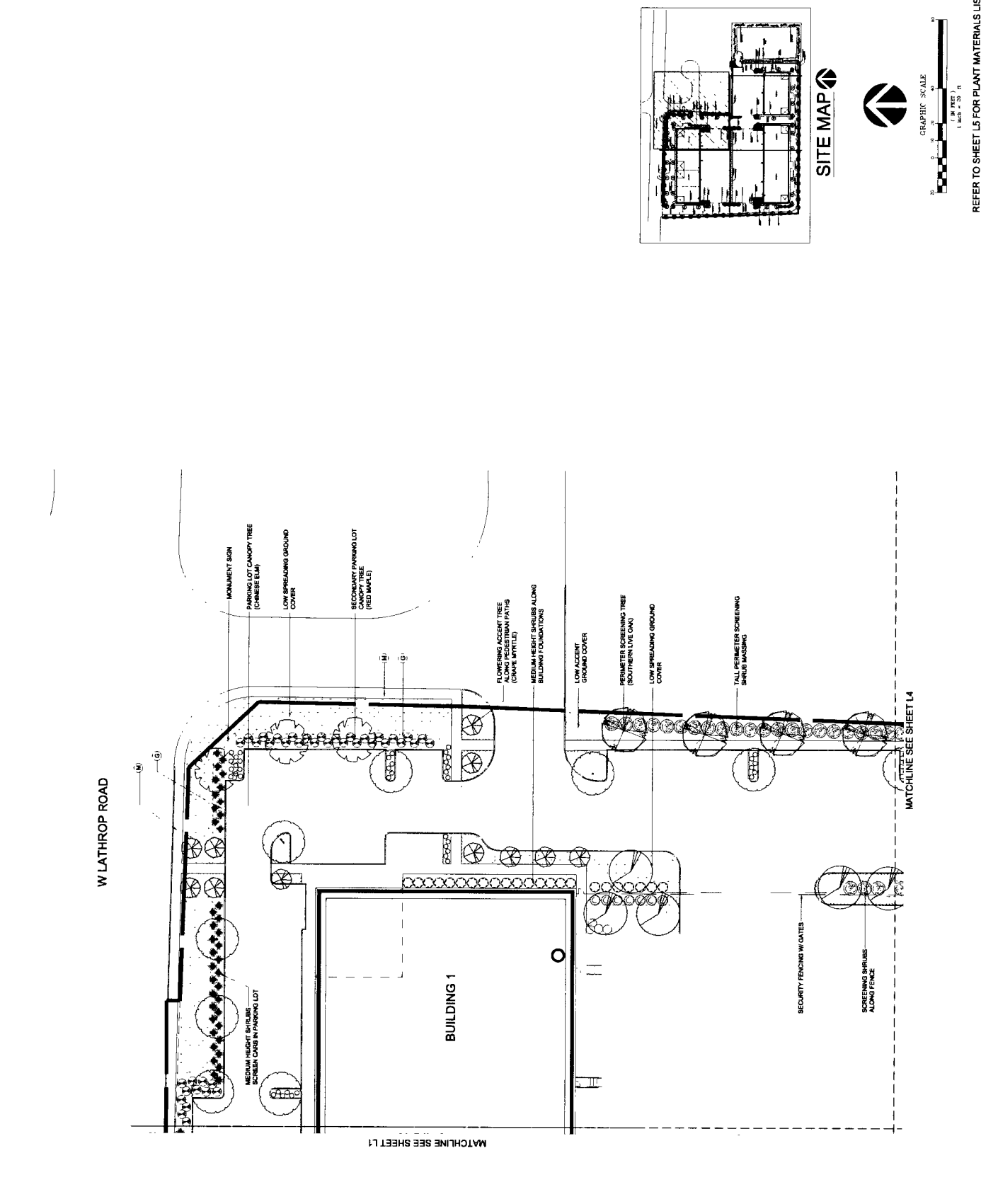
1200 MAIN STREET, SUITE 200  
SAN FRANCISCO, CALIFORNIA 94102  
415.774.8888  
www.waremalcomb.com

**SCANNELL PROPERTIES**  
1520 Lathrop Road  
Lathrop, California

REVISIONS	
NO.	DATE
1	08/11/11
2	08/11/11
3	08/11/11
4	08/11/11
5	08/11/11
6	08/11/11
7	08/11/11
8	08/11/11
9	08/11/11
10	08/11/11

DATE	08/11/11
DESIGNED BY	JACQUES-LOUIS
CHECKED BY	JACQUES-LOUIS
SCALE	AS SHOWN
SHEET	L2

**RW Stover & Associates, Inc.**  
Landscape Architecture  
1000 Main Street, Suite 200  
San Francisco, CA 94102  
415.774.8888  
www.rwstover.com



REFER TO SHEET L5 FOR PLANT MATERIALS LIST

SHEET

L2





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**WARE MALCOMB**  
 Leading Design for Commercial Real Estate  
 1520 Lathrop Road  
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 94546  
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 Architecture  
 Planning  
 Landscape Architecture  
 Civil Engineering

1520 Lathrop Road  
 Lathrop, California  
 94546

**SCANNELL PROPERTIES**  
 1520 Lathrop Road  
 Lathrop, California

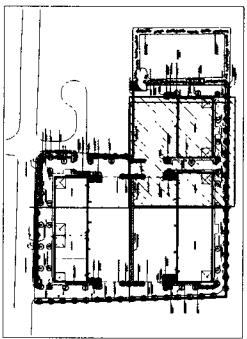
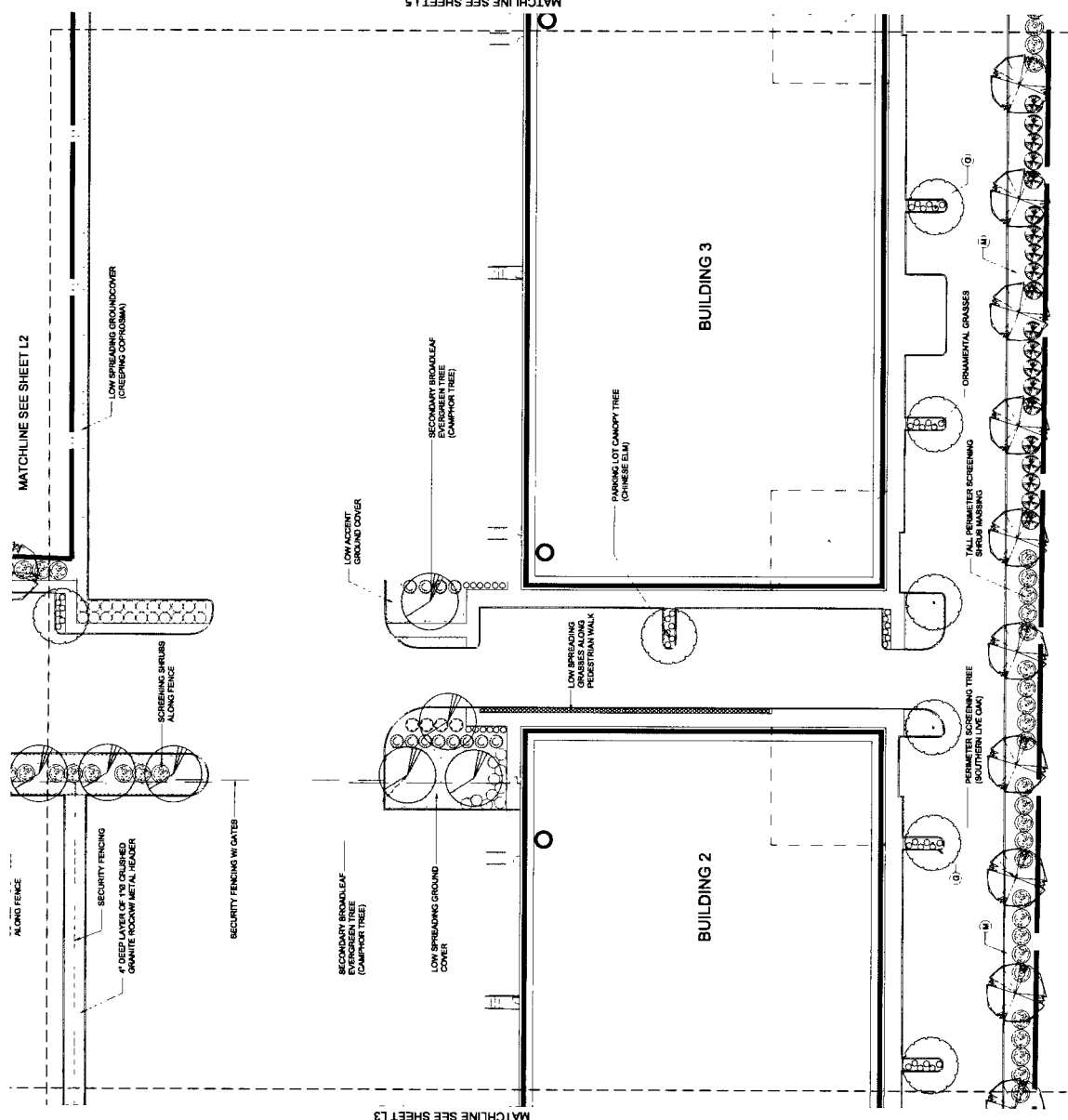
PRELIMINARY LANDSCAPE PLAN

NO.	DATE	REVISIONS
1	10/15/11	ISSUE FOR PERMITS
2	11/01/11	REVISED PER COMMENTS
3	11/01/11	REVISED PER COMMENTS
4	11/01/11	REVISED PER COMMENTS
5	11/01/11	REVISED PER COMMENTS
6	11/01/11	REVISED PER COMMENTS
7	11/01/11	REVISED PER COMMENTS
8	11/01/11	REVISED PER COMMENTS
9	11/01/11	REVISED PER COMMENTS
10	11/01/11	REVISED PER COMMENTS

DATE	11/01/11
DESIGNED BY	LANDSCAPE ARCHITECTURE
CHECKED BY	LANDSCAPE ARCHITECTURE
SCALE	AS SHOWN

L4

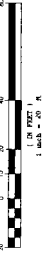
**RW Steyer & Associates, Inc.**  
 Landscape Architecture  
 1400 North Main Street, Suite 4  
 Walnut Creek, CA 94596  
 Tel: 925.933.2000  
 Fax: 925.933.2001



**SITE MAP**



GRAPHIC SCALE



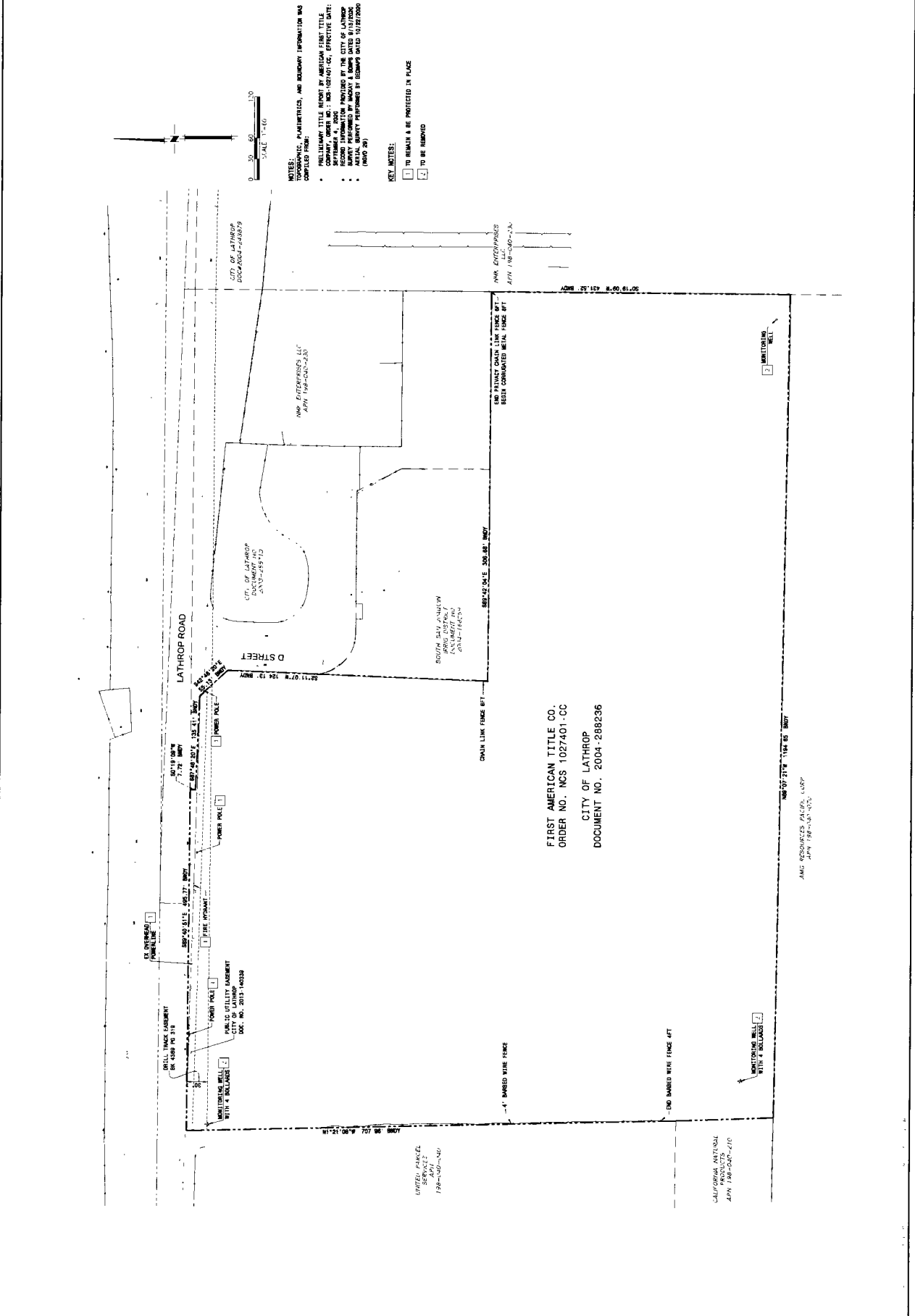
REFER TO SHEET L5 FOR PLANT MATERIALS LIST

MATCHLINE SEE SHEET L5

MATCHLINE SEE SHEET L3

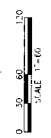






**NOTES:**  
TOPOGRAPHIC, PLANNING, AND RECORD INFORMATION WAS COMPILED FROM:  
 • PRELIMINARY TITLE REPORT BY AMERICAN TITLE TITLE COMPANY, ORDER NO. NCS-1027401-CC, EFFECTIVE DATE: 03/24/04  
 • RECORD INFORMATION PROVIDED BY THE CITY OF LATHROP  
 • AERIAL PHOTOGRAPHS PROVIDED BY THE CITY OF LATHROP (MAY 2003)  
 • AERIAL SURVEY PERFORMED BY SOMPO'S BOUND (01/20/00) (MAY 20)

**KEY NOTES:**  
 1 TO REMAIN & BE PROTECTED IN PLACE  
 2 TO BE REMOVED

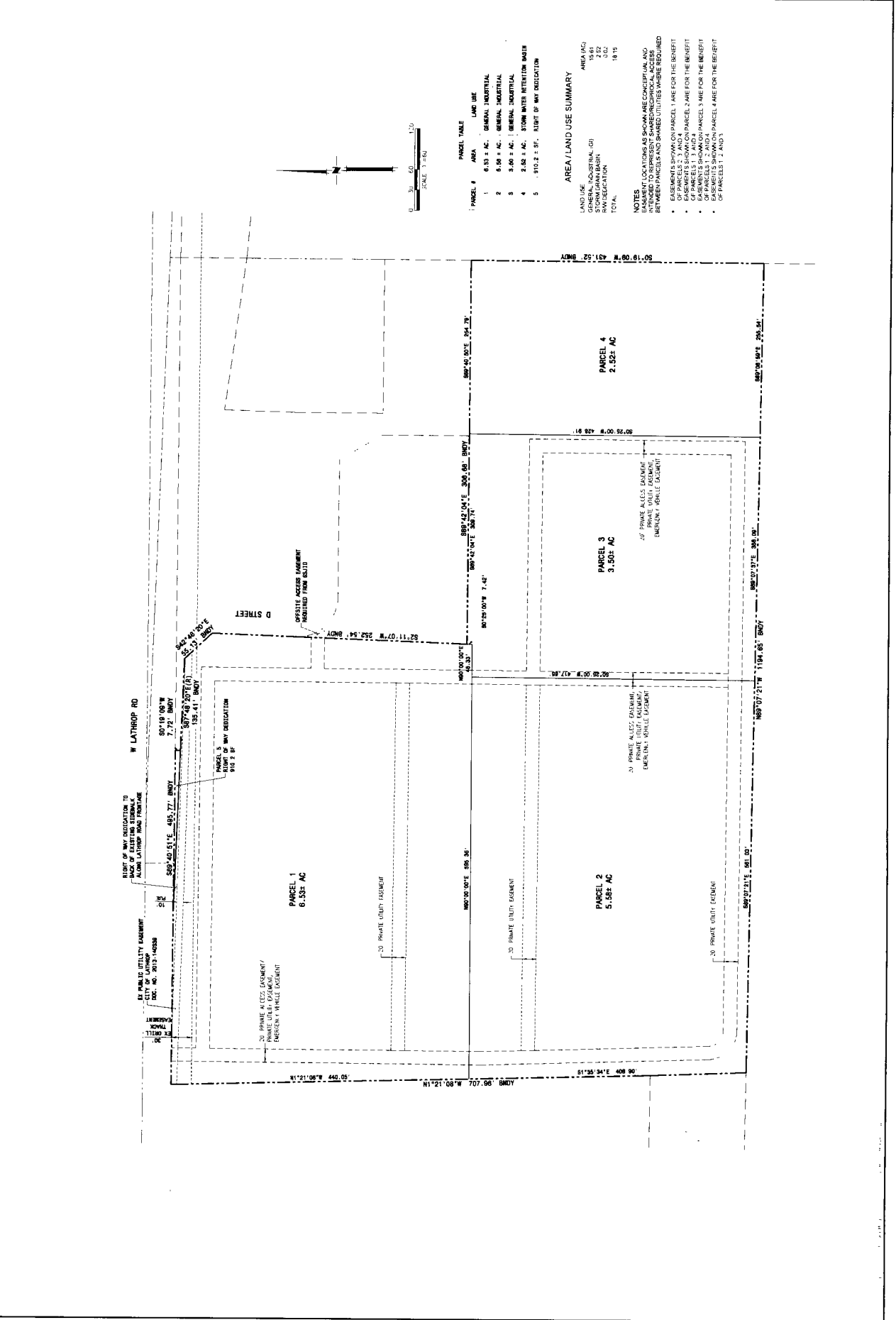


FIRST AMERICAN TITLE CO.  
ORDER NO. NCS 1027401-CC  
CITY OF LATHROP  
DOCUMENT NO. 2004-298236

UNITED RANCE  
SERVICE  
APN 188-004-000

CALIFORNIA NATIONAL  
#2003733  
APN 188-004-000

APN 188-004-000  
APN 188-004-000



**PARCEL TABLE**

PARCEL #	AREA	LAND USE
1	0.33 ± AC.	GENERAL INDUSTRIAL
2	5.68 ± AC.	GENERAL INDUSTRIAL
3	3.50 ± AC.	GENERAL INDUSTRIAL
4	2.52 ± AC.	STORM WATER RETENTION BASIN
5	0.10 ± AC.	RIGHT OF WAY DESIGNATION

**AREA / LAND USE SUMMARY**

LAND USE	AREA (AC)
GENERAL INDUSTRIAL (GI)	9.51
STORMWATER BASIN	2.52
DESIGNATION	0.10
TOTAL	12.13

**NOTES**

EASEMENT LOCATIONS AS SHOWN ARE CONCEPTUAL AND NOT GUARANTEED. THE LOCATION OF ANY EASEMENT SHALL BE DETERMINED BY THE ENGINEER AND SHOWN ON THE FINAL RECORD DRAWING.

EASEMENTS SHOWN ON PARCEL 1 ARE FOR THE BENEFIT OF PARCELS 2, 3 AND 4.

EASEMENTS SHOWN ON PARCEL 2 ARE FOR THE BENEFIT OF PARCELS 1, 3 AND 4.

EASEMENTS SHOWN ON PARCEL 3 ARE FOR THE BENEFIT OF PARCELS 1, 2 AND 4.

EASEMENTS SHOWN ON PARCEL 4 ARE FOR THE BENEFIT OF PARCELS 1, 2 AND 3.

**Mackay & Somps**  
 1520 LATHROP ROAD  
 SAN JOAQUIN COUNTY, CALIFORNIA 95226  
 PHONE: (916) 438-1111  
 FAX: (916) 438-1112  
 EMAIL: info@mackayandsomps.com  
 WEBSITE: www.mackayandsomps.com

**LEGEND**  
 - - - - - FENCE  
 - - - - - PROPERTY LINE & LIMIT OF PROJECT  
 ▲ DOOR-LEVEL DOORS  
 ○ GROUND-LEVEL DOORS  
 - - - - - ADA PATH OF TRAVEL

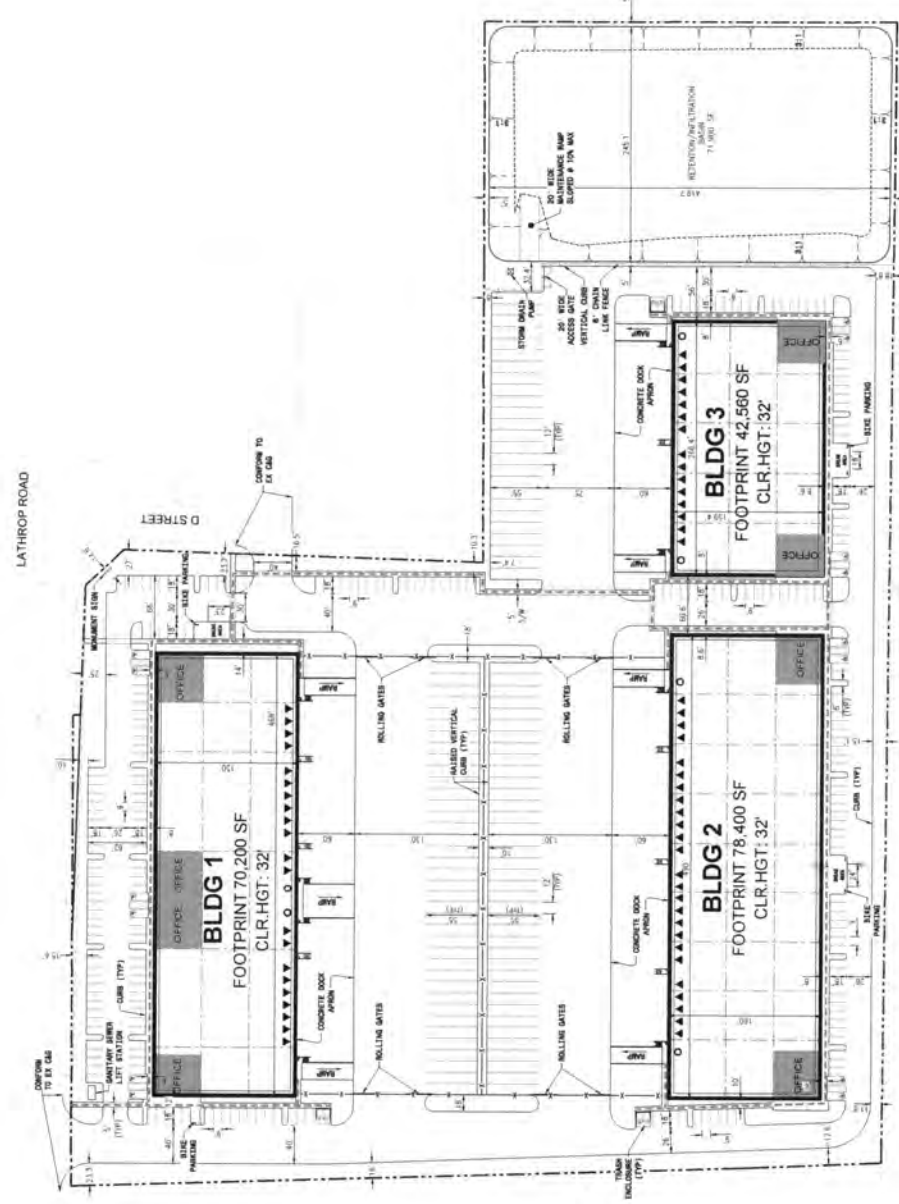
**PROJECT DATA:**  
**BUILDING SUMMARY:**  
 BUILDING 1: 78,400 SF  
 BUILDING 2: 42,560 SF  
 BUILDING 3: 70,200 SF

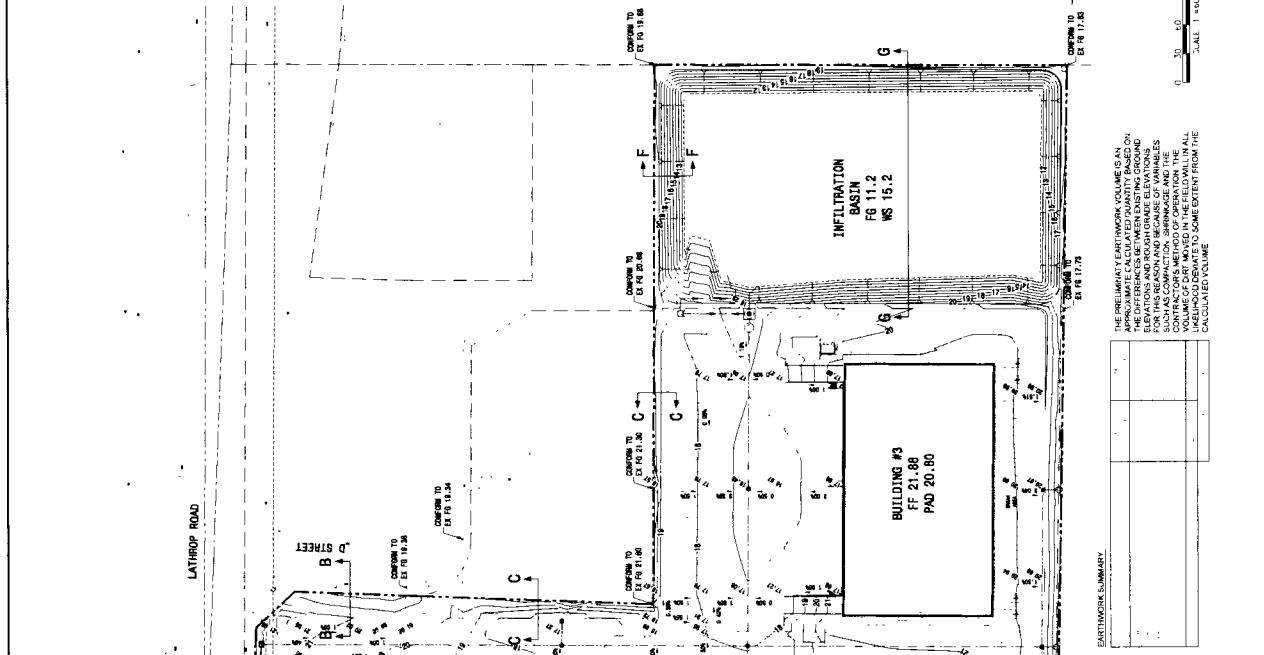
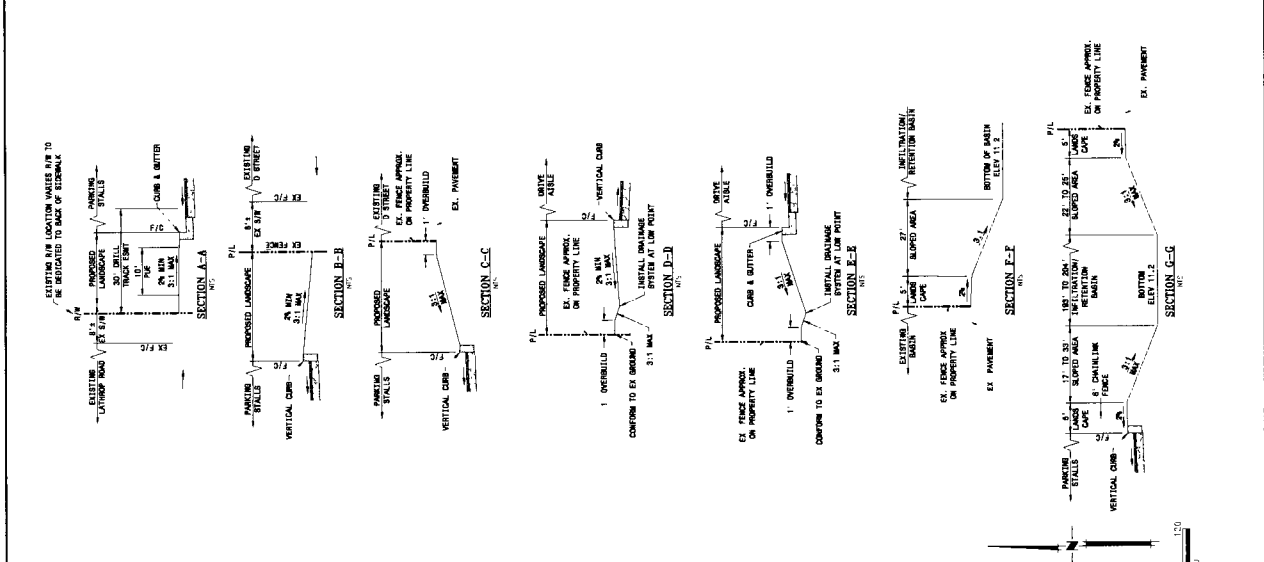
**SITE SUMMARY:**  
 TOTAL SITE AREA: 18.15 AC  
 TOTAL DISTURBED AREA: 18.15 AC  
 TOTAL IMPERVIOUS AREA: 245,000 SF  
 BUILDING COVERED AREA (BROOKS): 162,160 SF  
 PAVED AREA: 82,840 SF

**PARKING SUMMARY:**

TYPE	REQUIRED	PROVIDED
ACCESSIBLE (8'x18')	7	14
COMPACT (8'x16')	47	238
STANDARD (12'x20')	85	107
TOTAL:	140	260

REQUIRED PARKING RATIO: 1:1000 SF  
 • 15.18 SF - 300 COMMERCIAL OFFICE (1,000 SF)  
 (PER CITY OF LATHROP MUNICIPAL CODE 17.76.020)



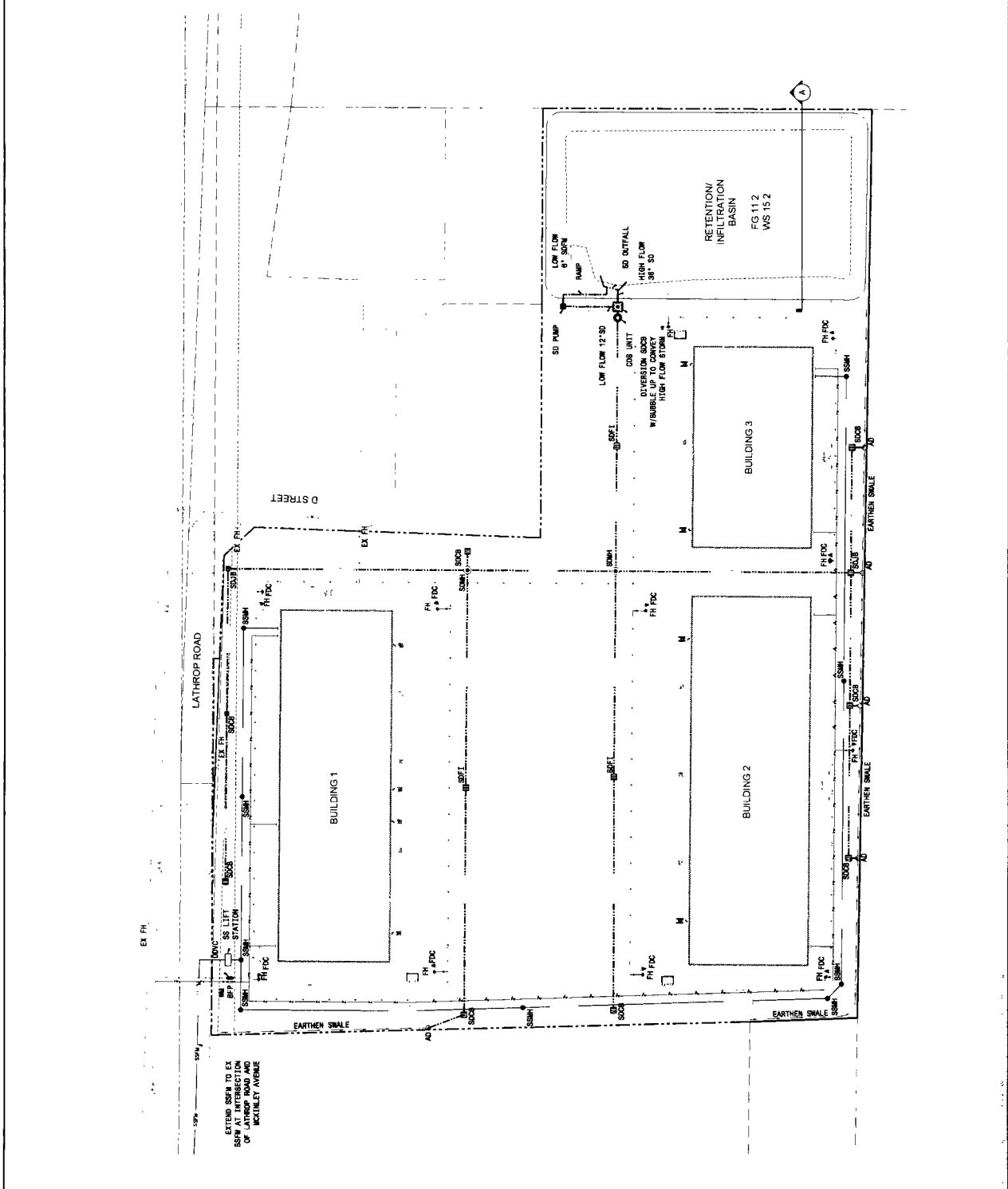


EARTHWORK ASSUMPTIONS:  
 • ALL OF THE BELOW PAVEMENT SECTIONS ASSUME THE SITE WILL BE LIME TREATED.  
 • BUILDING PADS SET 1.083 FT BELOW FINISHED FLOOR (7" PCC / 9" AS)  
 • TRUCK LANDING DOCKS, TRAVELWAYS AND TRAILER PARKING (8.5" PCC / 4.0" AS = 10.5" (0.875'))  
 • AUTO TRAVELWAYS AND PARKING SPACES (3" PCC / 4" AS = 7" (0.583'))

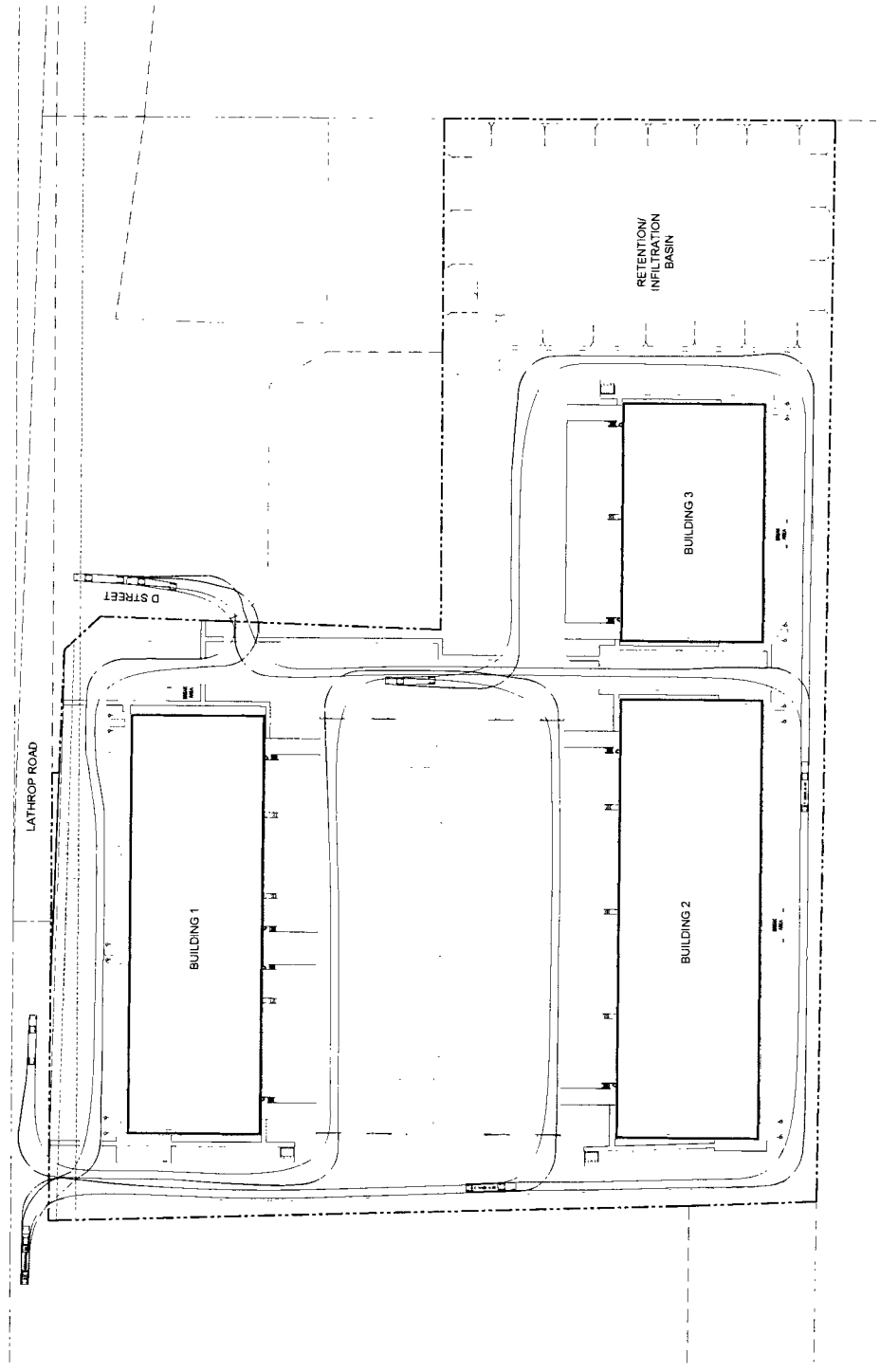
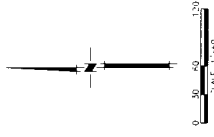
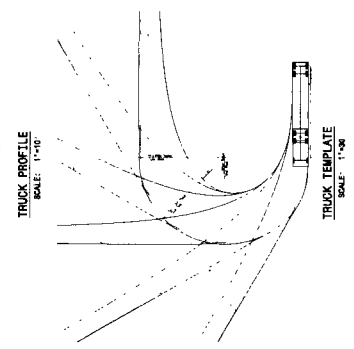
EARTHWORK SUMMARY  
 THE PRELIMINARY EARTHWORK VOLUME IS AN APPROXIMATE CALCULATED QUANTITY BASED ON ELEVATIONS AND ROUGH SHAPE ELEVATIONS FOR THIS DESIGN AND BECAUSE OF VARIABLES IN THE CONTRACTOR'S METHOD OF OPERATION, THE ACTUAL VOLUMES WOULD BE DETERMINED BY THE CONTRACTOR'S METHOD OF OPERATION. THE ACTUAL VOLUMES WOULD BE DETERMINED BY THE CONTRACTOR'S METHOD OF OPERATION. THE ACTUAL VOLUMES WOULD BE DETERMINED BY THE CONTRACTOR'S METHOD OF OPERATION.

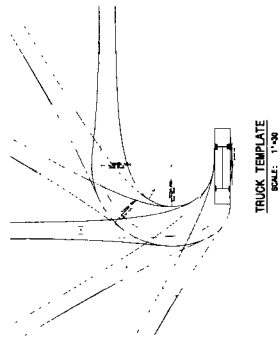
MACKAY & SOMPS  
 1000 S. GARDNER STREET, SUITE 100  
 LAHROP, CA 95631  
 PHONE: (916) 932-1111  
 FAX: (916) 932-1112  
 WWW.MACKAYANDSOMPS.COM

NOTES:  
 1. PIPE SIZES ARE PRELIMINARY AND SUBJECT TO CHANGE WITH FINAL DESIGN.  
 2. RETENTION BASIN SHALL BE SIZED IN ACCORDANCE WITH CITY OF LATHROP DESIGN AND CONSTRUCTION STANDARDS.  
 3. STORMWATER QUALITY FOR INFILTRATION BASIN SHALL BE SIZED ACCORDANCE WITH THE CITY OF LATHROP POST-CONSTRUCTION STORMWATER STANDARDS MANUAL.  
 RETENTION/INFILTRATION BASIN CALCULATIONS (PER CITY OF LATHROP PUBLIC WORKS DESIGN STANDARDS, DATED JANUARY 2018)  
 RETENTION BASIN, DATED JANUARY 2018)  
 BASIN STORAGE VOLUME  
 $V = 2.0(C A R) / 12$   
 Non-Build  
 $C = 0.05$   
 $A = 18,102.40 = 18.7$  Acres  
 $R = 3.12$  (TOTAL RAINFALL FOR THE 10 -year, 48-HOUR STORM)  
 $V = 2.0 (0.82 \times 18.7 \times 3.12) / 12$   
 $V = 8.89$  Acre-Ft  
 BASIN  
 $C = 0.05$   
 $A_{basin} = 2.40$  Acres  
 $V = 2.0 (1.00 \times 2.40 \times 3.12) / 12$   
 $V = 1.28$  Acre-Ft  
 $V(T) = V(Basin) + V(Non-Basin)$   
 $V = 8.89 + 1.28$   
 $V = 7.938$  Acre-Ft  
 $V = 345,779$  Cu. Ft. Minimum  
 $V = Area \times D$   
 $V = 87,289 \times 4 = 349,152$  SQ. Ft. Provided  
 DRAINDOWN TIME  
 DRAINDOWN RATE PER DESIGN REPORT=0.4 IN/HR AT DR-1  
 ASSUME FACTOR OF SAFETY = 1.5  
 DRAINDOWN TIME  
 PER RATE/FACTOR OF SAFETY  
 $= 4FT. (12 IN/FT)$   
 $= 0.4 (IN/HR) / 2$   
 $= 240$  HR  
 $= 10$  DAYS  
 MAX DRAINDOWN TIME PER CITY STANDARD IS 10 DAYS THEREFORE DRAINDOWN TIME IS ADEQUATE.  
 0 CHECK LINE  
 1 CHAIN LINE  
 2 TO FACE  
 3 TO FACE  
 4 TO FACE  
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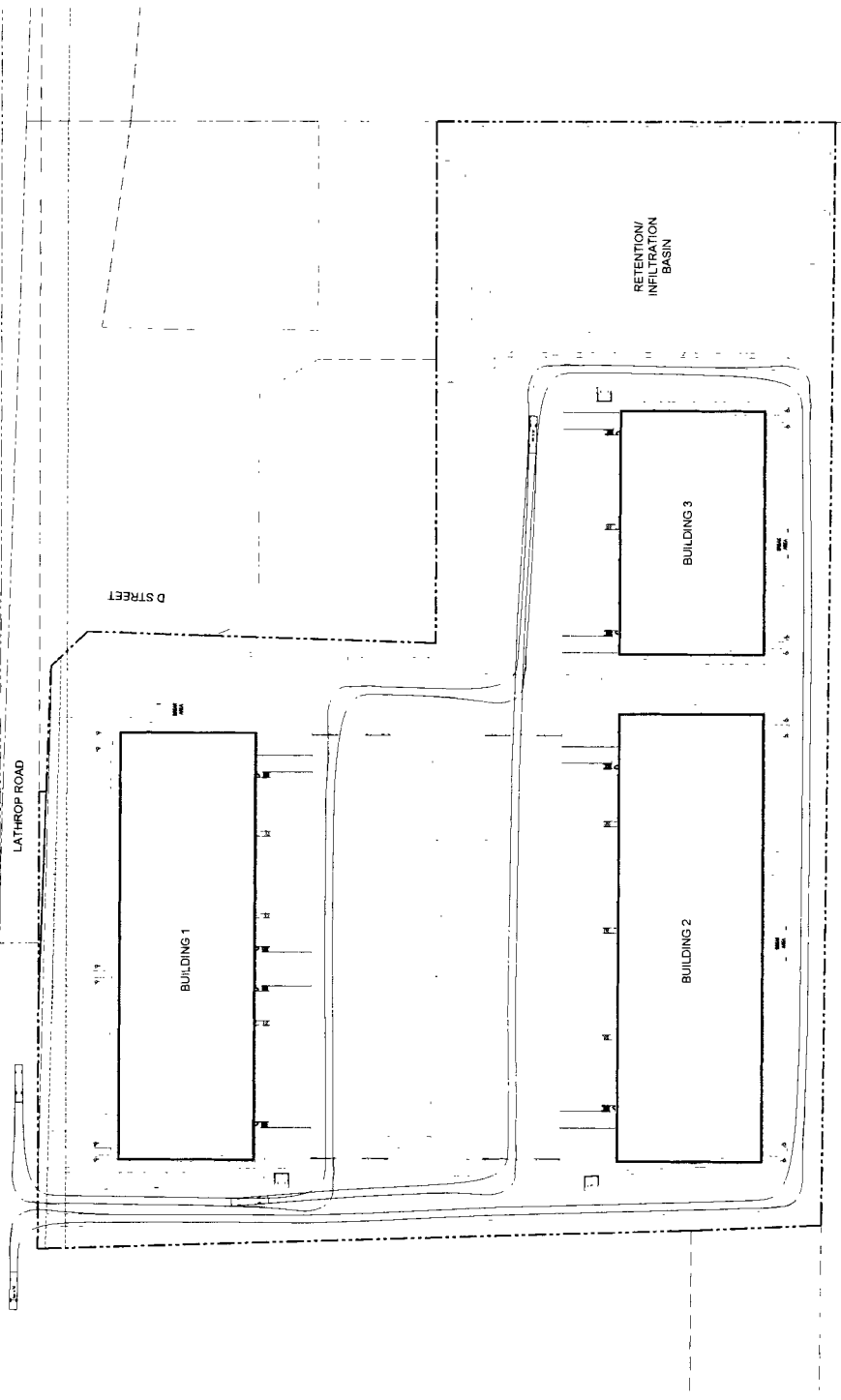


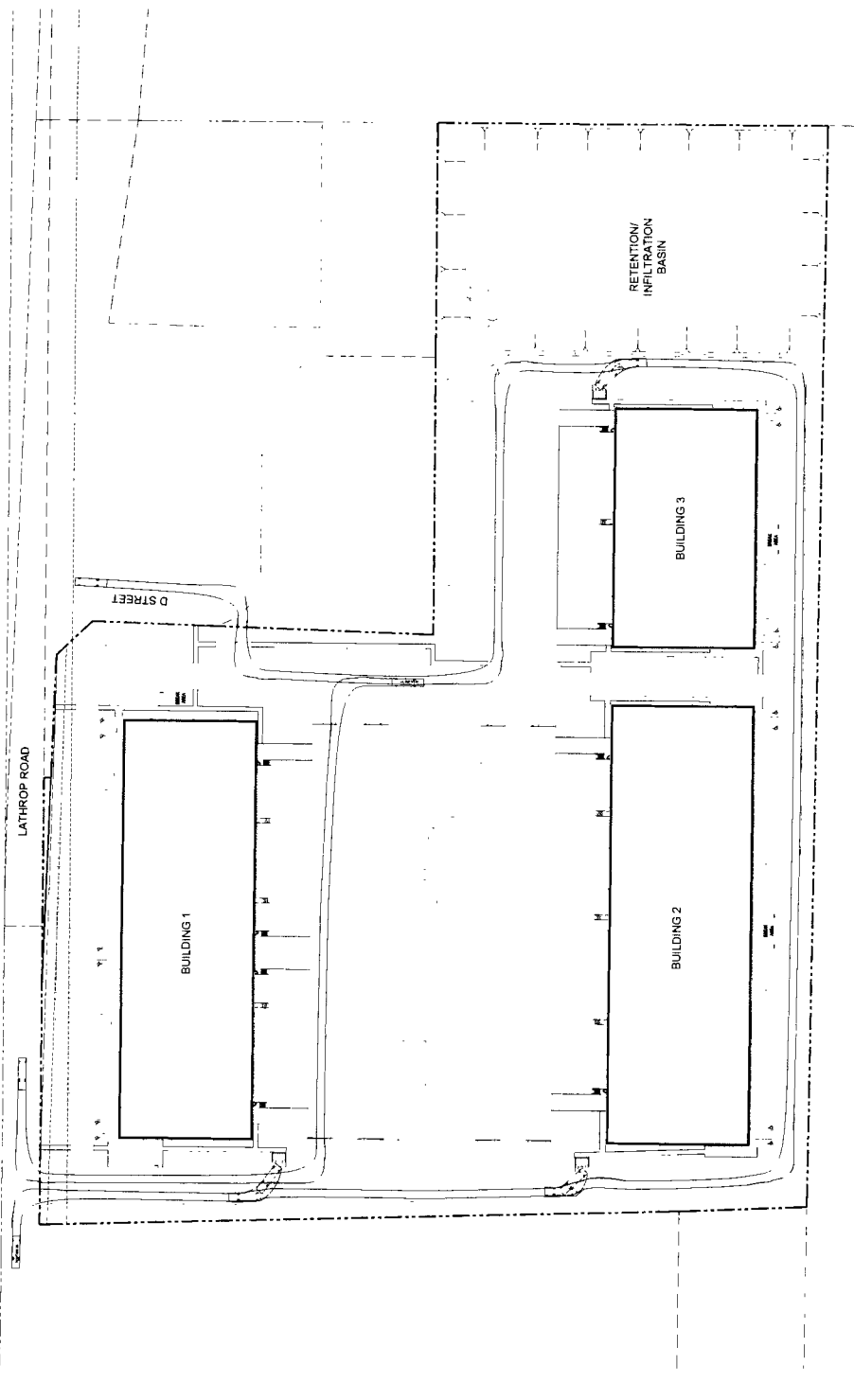
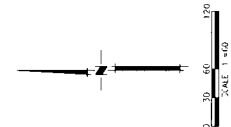
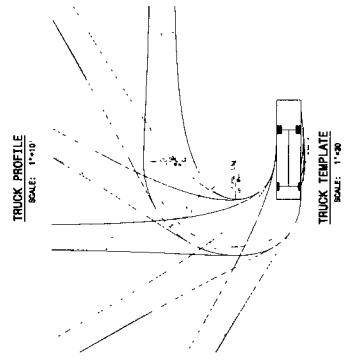


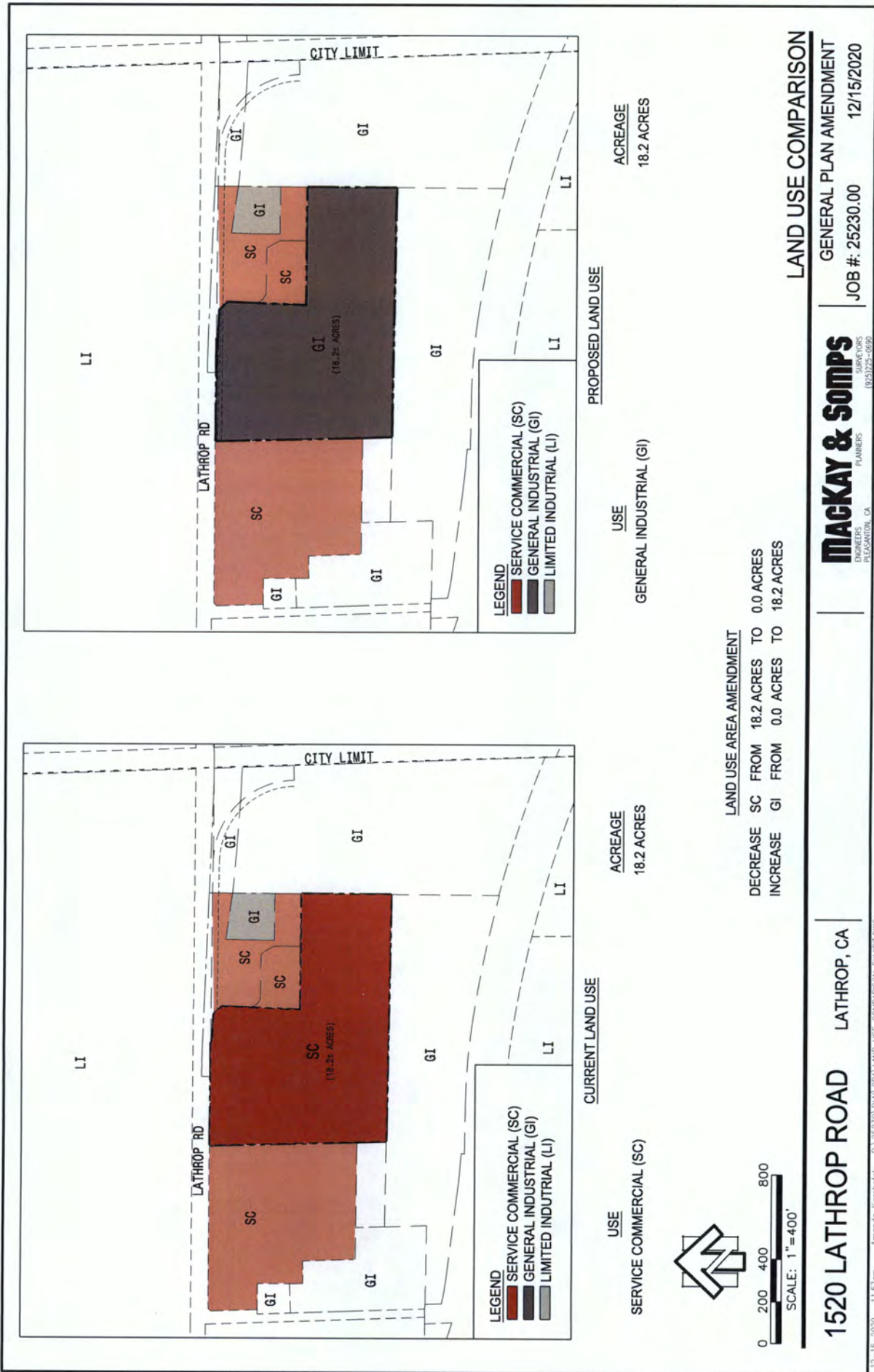




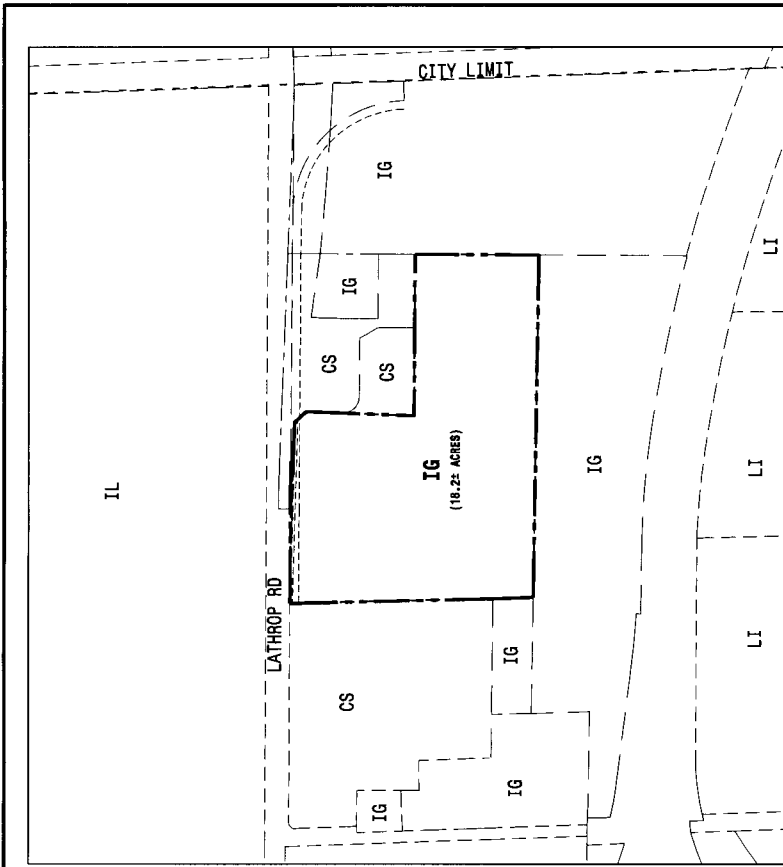
TRUCK PROFILE  
SCALE: 1/8"



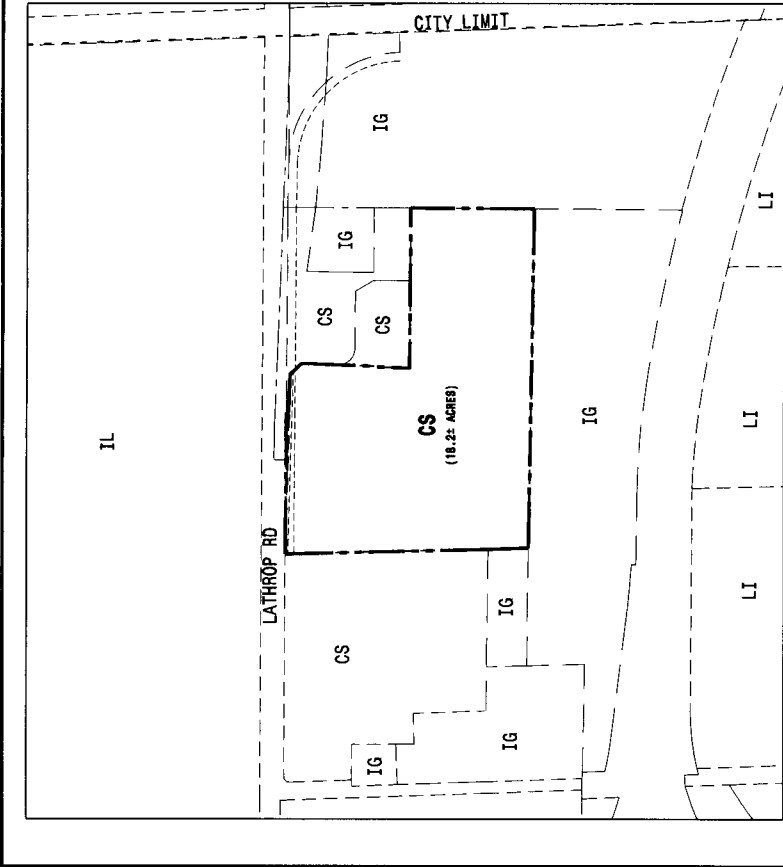




12-15-2020 11:57am Amanda Karchelski P:\25230\PLAN\GPA\LAND USE COMPARISON EXHIBIT.DWG



**PROPOSED ZONING**  
 GENERAL INDUSTRIAL (IG)  
 ACREAGE  
 18.2 ACRES



**CURRENT ZONING**  
 COMMERCIAL SERVICE (CS)  
 ACREAGE  
 18.2 ACRES

**REZONING AREA CALCULATIONS**

DECREASE CS FROM 18.2 ACRES TO 0.0 ACRES  
 INCREASE IG FROM 0.0 ACRES TO 18.2 ACRES



0 200 400 800  
 SCALE: 1" = 400'

**ZONING COMPARISON**

JOB #: 25230.00  
 REZONE  
 12/15/2020

**MACKAY & SOMPS**  
 ENGINEERS SURVEYORS PLANNERS  
 PLEASANTON, CA (925) 935-0006

1520 LATHROP ROAD LATHROP, CA

# Scannell Industrial Development Project – Transportation Analysis

Prepared for:  
De Novo Planning Group  
City of Lathrop

September 9, 2021

RS21-4062

FEHR  PEERS

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# 1. Introduction

This study addresses the potential transportation impacts associated with the proposed Scannell Industrial Development project located in the City of Lathrop. Intersection operations, site access, and consistency with relevant policies are analyzed. This report documents the methodologies, inputs, and results of the analysis.

## 1.1 Project Site Description

The proposed project includes the development of three industrial buildings totaling 191,160 square feet located in the City of Lathrop. The project is located on the south side of Lathrop Road between McKinley Avenue and D Street. Adjacent land uses to the north, south, east, and west are industrial. **Figure 1** displays the location of the proposed project.

Access is proposed via one right in/right out driveway on Lathrop Road and one driveway on D Street. **Figure 2** displays the project site plan and proposed access.

## 1.2 Study Description

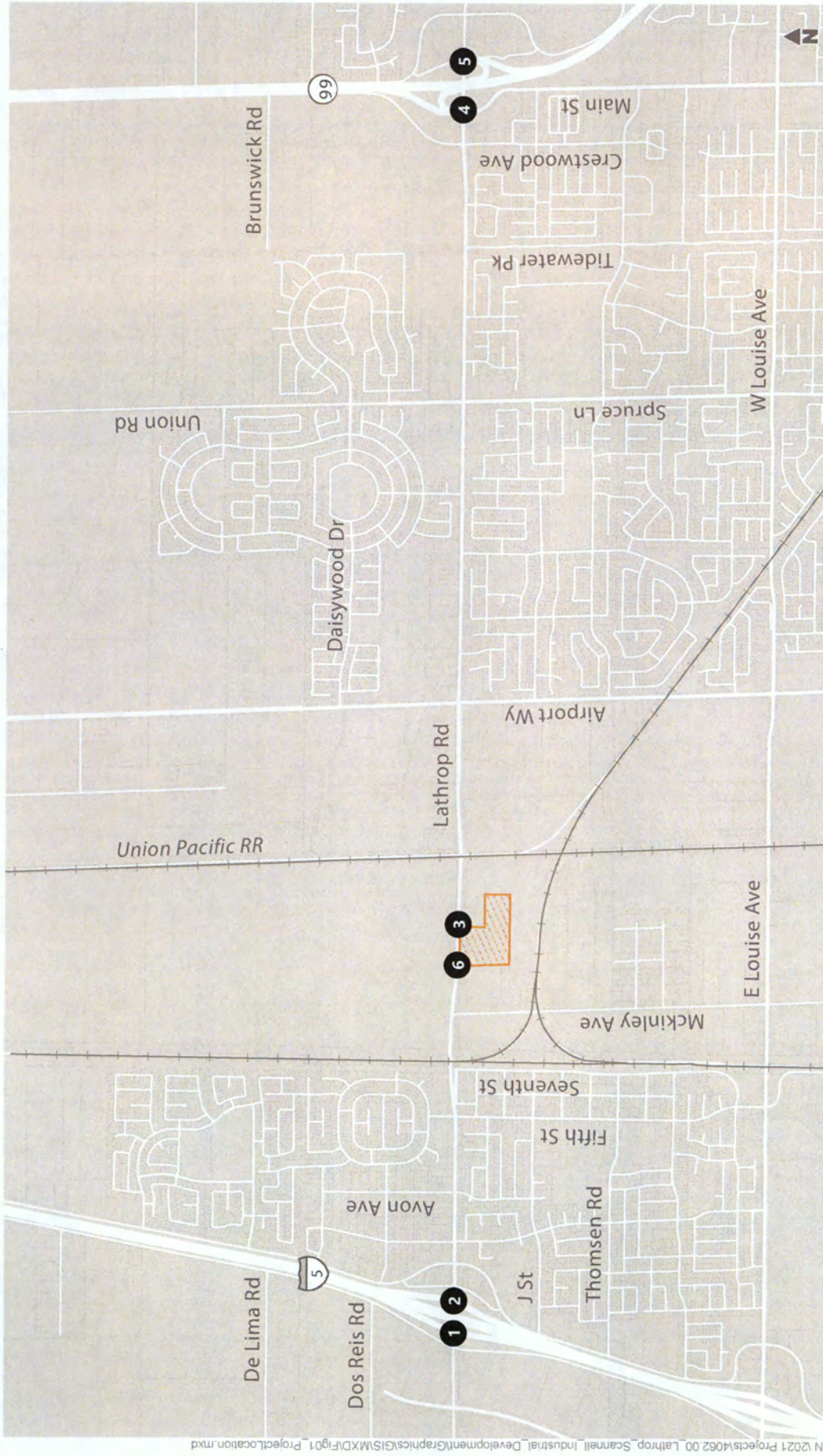
The study area is based on the proposed project's location, site access, and expected trip generation, distribution, and assignment. Traffic operations are analyzed at the following intersections:

- 1) Lathrop Road/I-5 Southbound Ramps
- 2) Lathrop Road/I-5 Northbound Ramps
- 3) Lathrop Road/D Street
- 4) Lathrop Road/SR 99 Southbound Ramps
- 5) Lathrop Road/SR 99 Northbound Ramps
- 6) Lathrop Road/Project Driveway (future intersection)

The study intersections are evaluated for the following four scenarios:

- **Existing Conditions** – Analyzes operations as they exist today.
- **Existing Plus Project Conditions** – Analyzes existing operations with the addition of trips generated from the proposed project.
- **Cumulative No Project Conditions** - Analyzes cumulative year volumes based on the City of Lathrop Travel Demand Forecasting (TDF) Model, assuming the project is developed with a retail type development permitted under the current Service Commercial General Plan designation.

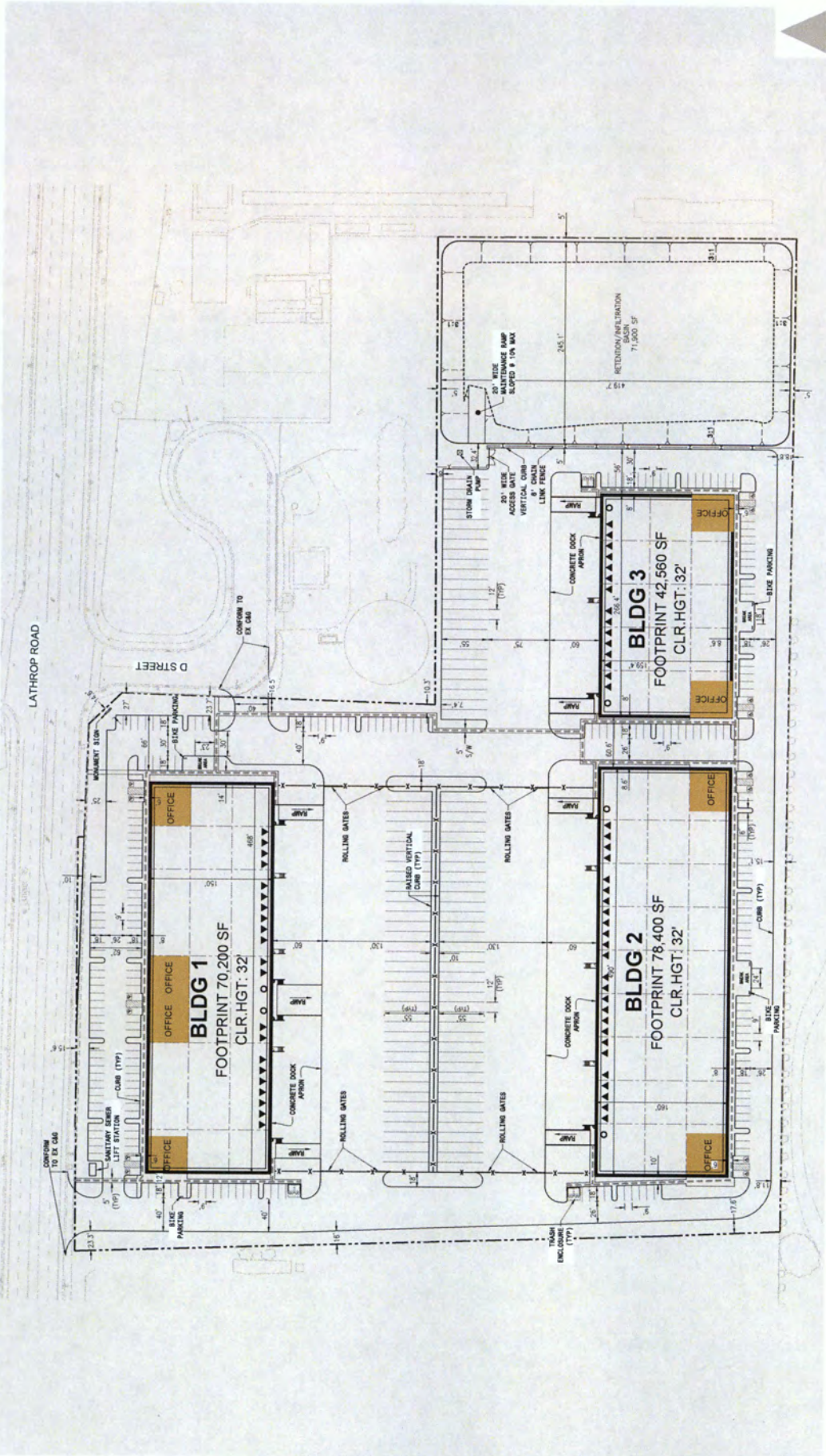
- **Cumulative Plus Project Conditions** – Analyzes cumulative year volumes, assuming the project is developed with the proposed industrial project, rather than a retail type development analyzed under Cumulative No Project Conditions.



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Figure 1  
Project Location



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Figure 2  
Project Site Plan

# 2. Applicable Standards and Analysis Methodology

This chapter describes applicable standards and methodology used to analyze the study intersections described above.

## 2.1 Applicable Policies and Standards

### Intersection Operations

The study intersections are analyzed using procedures and methodologies contained in the *Highway Capacity Manual – 6<sup>th</sup> Edition* (Transportation Research Board, 2016). These methodologies are applied using Synchro 10 software which considers traffic volumes, lane configurations, signal timings, signal coordination, and other pertinent parameters of intersection operations. Individual peak hour volumes, peak hour factors, and heavy vehicle percentages are used for the study intersections.

### *Level of Service Definition*

The study intersections are analyzed using the concept of Level of Service (LOS). LOS is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions. For signalized intersections and all way stop control intersections, LOS is based on the average delay experienced by all vehicles passing through the intersection. For side-street stop controlled intersections, LOS is based on the average delay experienced by all vehicles passing through the intersection and delay experienced by vehicles making the worst-case movement at the intersection. **Table 1** displays the delay range associated with each LOS category for signalized and unsignalized intersections.

Table 1: Intersection Level of Service (LOS) Criteria			
LOS	Description (for Signalized Intersections)	Average Delay (Seconds/Vehicle) at Signalized Intersections	Average Delay (Seconds/Vehicle) at Unsignalized Intersections
A	Operations with very low delay occurring with favorable traffic signal progression and/or short cycle lengths.	< 10.0	< 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, and long cycle lengths. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0	> 35.0 to 50.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0
Note: LOS = level of service; V/C ratio = volume-to-capacity ratio Source: Transportation Research Board, 2016			

### *Intersection Operations Standards*

While level of service (LOS) may no longer be used to identify significant transportation impacts in CEQA documents for land use projects, this analysis includes a LOS analysis to determine if the proposed project would result in unacceptable intersection operations at the study intersections. Based on policies identified in the City of Lathrop General Plan and the Transportation Concept Reports for I-5 and SR 99, LOS D or better is considered acceptable at the SR 99 NB and SB Ramps/Lathrop Road intersections and the I-5 NB and SB Ramps/Lathrop Road intersections, and LOS C or better is considered acceptable at the Lathrop Road/D Street and Lathrop Road/Project Driveway intersections.

### **Data Collection**

Weekday AM and PM peak period traffic count data collected in April 2018 for the City of Lathrop 2018 Traffic Monitoring Program was used to develop AM and PM peak hour intersection turning movement counts at the I-5 NB and SB Ramps/Lathrop Road study intersections. Weekday AM and PM peak period traffic count data collected in June 2021 was used to develop AM and PM peak hour intersection turning movements for the SR 99 NB and SB Ramps/Lathrop Road intersections and the Lathrop Road/D Street

intersection. **Figure 3** displays the existing intersection turning movement counts at the study intersections.



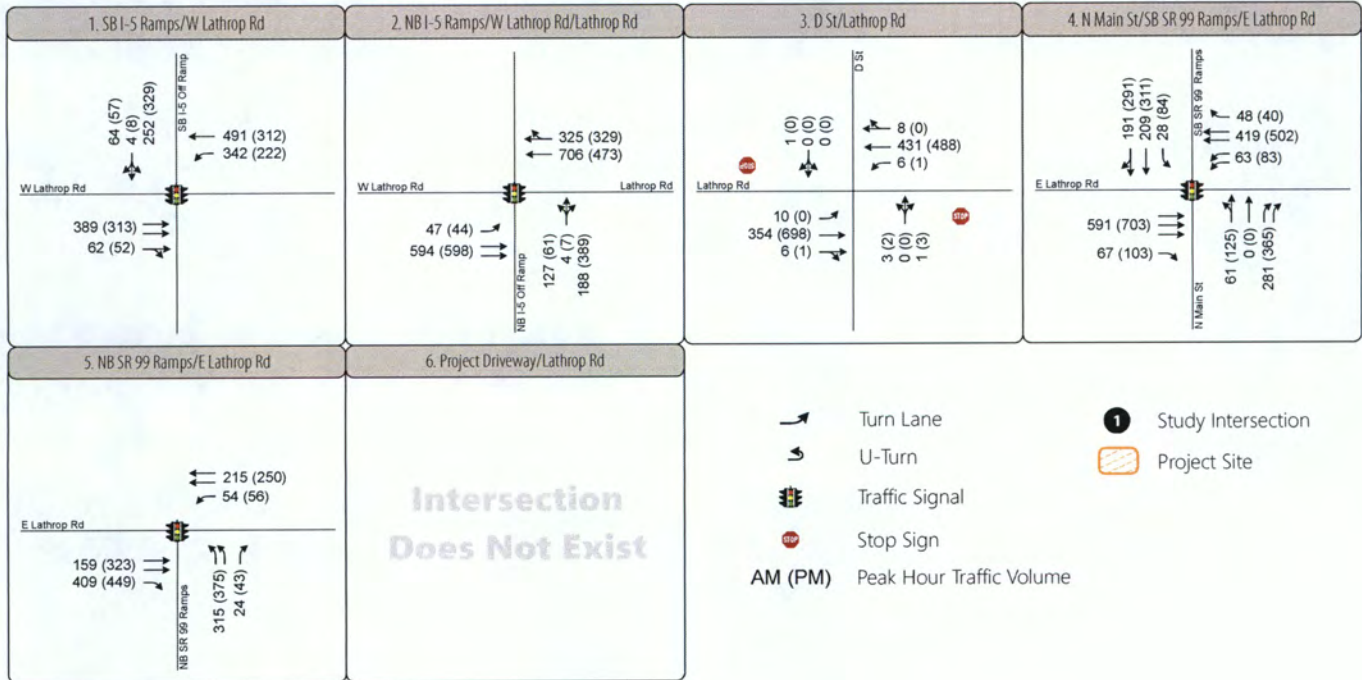
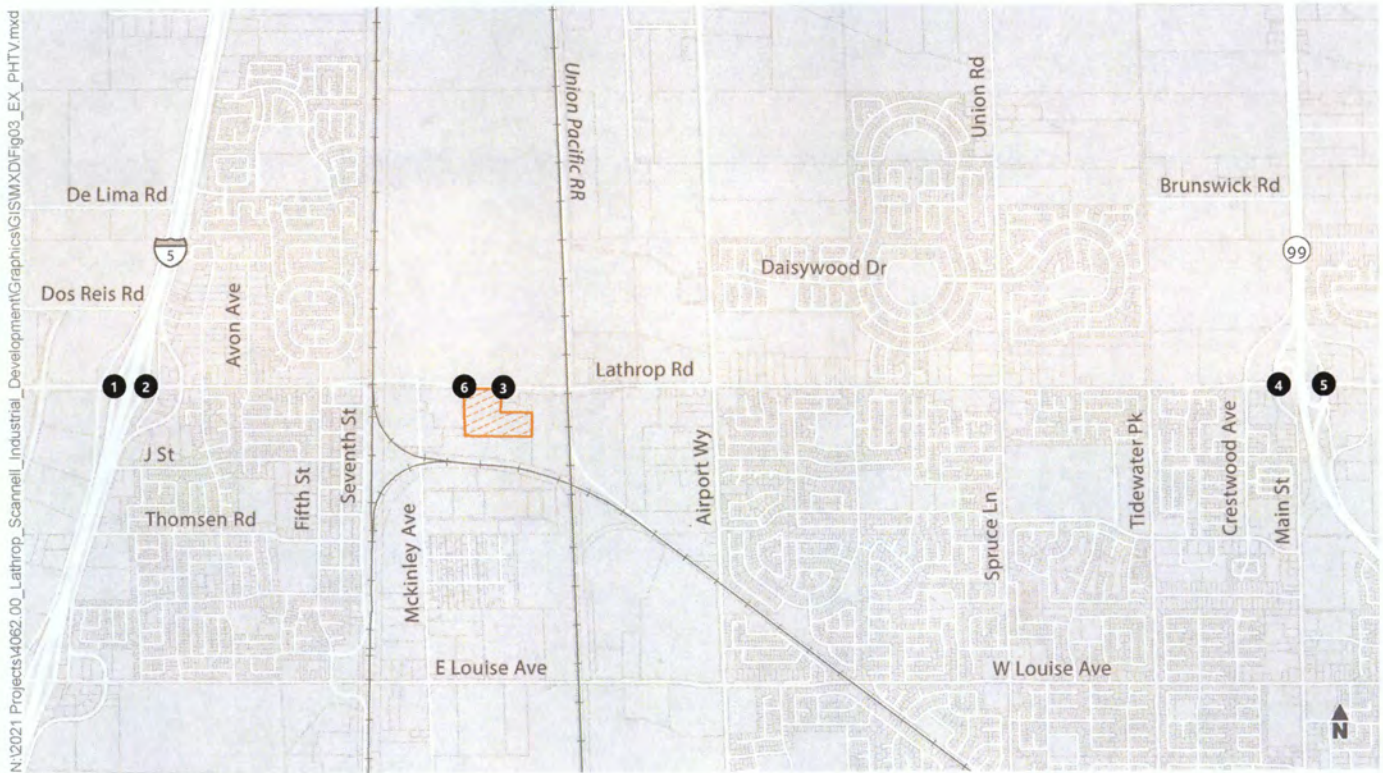


Figure 3

## Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions



## Travel Demand Forecasting

The City of Lathrop Travel Demand Model (TDM), which is a modified version of the San Joaquin Council of Governments TDM, was used to develop cumulative year forecasts for the study intersections.

The City of Lathrop Base Year (2020) TDM was recently updated for the River Islands project. Minor modifications were more recently made based on on-going work Fehr & Peers is completing for the City of Manteca General Plan Update. The City of Lathrop Cumulative Year TDM was recently updated for the River Islands project and City of Manteca General Plan Update and incorporates cumulative year land use assumptions for the City of Manteca, City of Lathrop, City of Ripon and surrounding unincorporated areas of San Joaquin County. The TDF model was used to develop Cumulative No Project (assuming a retail type development consistent with the existing Service Commercial General Plan land use designation) intersection turning movement forecasts. The retail development was then removed from the TDF and project trips were added to develop Cumulative Plus Project forecasts.

The traffic forecasting adjustment procedure known as the “difference method” was used to develop Cumulative Year AM and PM peak hour traffic forecasts. For a given intersection, this forecasting procedure is calculated as follows for every movement at the study intersection:

$$\text{Cumulative Year Forecast} = \text{Existing Volume} + (\text{Cumulative Year TDF Model} - \text{Base Year TDF Model})$$

# 3. Existing and Existing Plus Project Conditions

This chapter presents the intersection operations analysis under existing conditions and existing plus project conditions.

## 3.1 Existing Conditions

### Existing Intersection Operations

**Table 2** displays the existing AM and PM peak hour operations at the study intersections. Technical calculations are displayed in **Appendix A**.

Table 2: Intersection Operations – Existing Conditions				
Intersection	Control Type	Peak Hour	Delay <sup>1</sup>	LOS
1. I-5 SB Ramps/Lathrop Rd	Signal	AM PM	18 17	B B
2. I-5 NB Ramps/Lathrop Rd	Signal	AM PM	16 19	B B
3. Lathrop Road/D St	SSSC	AM PM	1 (15) 1 (17)	A (B) A (C)
4. SR 99 SB Ramps/Lathrop Rd	Signal	AM PM	15 18	B B
5. SR 99 NB Ramps/Lathrop Rd	Signal	AM PM	12 12	B B
Notes: SSSC = Side-Street Stop Control; LOS = Level of Service <sup>1</sup> For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, average intersection delay and (worst-case movement) are reported. Source: Fehr & Peers, 2021				

As displayed, all intersections operate acceptably during the AM and PM peak hours under existing conditions. At Lathrop Road/D Street, motorists making the northbound left turn experience the highest delay of approximately 15 seconds during the AM peak hour and 17 seconds during the peak hour.

### 3.2 Project Trip Generation

Project trips were estimated using trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual 10<sup>th</sup> Edition Supplement (2020)*. The 10<sup>th</sup> Edition Supplement provides trip rates for multiple industrial land uses. Because a specific tenant has not yet been identified, a blended trip rate based on the potential land uses was used to calculate daily, AM and PM peak hour trips. The following ITE land use categories are applicable to the proposed project and were used to develop the blended rate.

- Industrial Park (ITE 130) – An industrial park contains a number of industrial or related facilities and is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another.
- Warehousing (ITE 150) – A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas.
- High-Cube Transload and Short-Term Storage Warehouse (ITE 154) – A high-cube warehouse is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. Transload facilities have a primary function of consolidation and distribution of pallet loads for manufacturers, wholesalers, or retailers. Short-term facilities are high-efficiency distribution facilities used for movement of large volumes of freight with only short-term storage of products.
- High-Cube Fulfillment Center Warehouse (ITE 155) – A high-cube fulfillment center is similar to a high-cube transload or short-term storage warehouse but is different in that it is typically used for a significant storage function and direct distribution of e-commerce product to end users. These facilities typically handle smaller packages and quantities than other types of high-cube warehouses.

In addition to total vehicle trips, the 10<sup>th</sup> Edition Supplement provides heavy vehicle trip rates. Similar to the total vehicle trip generation, a blended trip generation rate for heavy vehicles was used. **Table 3** displays the trip generation for the Proposed Project.

Land Use	Quantity (ksf)	Trip Type	Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Industrial/Warehouse (ITE 130, 150, 154, 155)	191.2	Passenger Vehicle	320	27	5	32	10	26	36
		Heavy Vehicle	78	3	3	6	2	2	4
		<b>Total</b>	<b>398</b>	<b>30</b>	<b>8</b>	<b>38</b>	<b>12</b>	<b>28</b>	<b>40</b>
Notes: Trip generation is based on trip rates published in <i>Trip Generation Manual 10<sup>th</sup> Edition Supplement</i> (Institute of Transportation Engineers, 2020). Source: Fehr & Peers, 2021									

### 3.3 Project Trip Distribution

Passenger vehicle (employee) trips were distributed throughout the study area based the location of proposed access, existing directional patterns and output from the Base Year TDM. City staff has indicated all inbound and outbound heavy vehicles (trucks) would be required to access the development via McKinley Road to Lathrop Road and no trucks would be permitted on Lathrop Road west of McKinley Avenue. Therefore, this analysis assumes no trucks would use Lathrop Road west of McKinley Avenue. Review of Streetlight Data Origin-Destination data indicates that a very low percentage of truck trips with an origin or destination in Lathrop take SR 99 to Lathrop Road; the majority of trips come directly from I-5, I-205, and SR 120. Therefore, no truck trips were assigned on Lathrop Road east of the project site.

**Figure 4** displays the distribution of vehicle trips throughout the study area.

### 3.4 Existing Plus Project Conditions

#### Existing Plus Project Intersection Operations

As previously noted, access is proposed via one right in/right out driveway on Lathrop Road and one driveway on D Street. The D Street driveway would provide access to the Lathrop Road/D Street intersection, which is a full access intersection; therefore, it is anticipated that all westbound inbound and outbound trips would to use this intersection.

Project trips were added to the study intersections based on the trip distribution displayed in **Figure 4** and trip assignment described above. **Figure 5** displays the intersection turning movements under existing plus project conditions.

**Table 4** displays the AM and PM peak hour intersection operations under existing plus project conditions. Technical calculations are displayed in **Appendix A**.

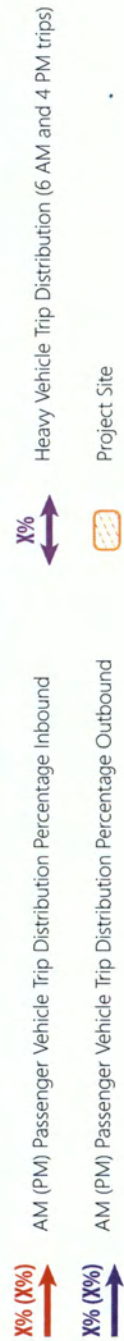


Figure 4

Existing Plus Project Trip Distribution

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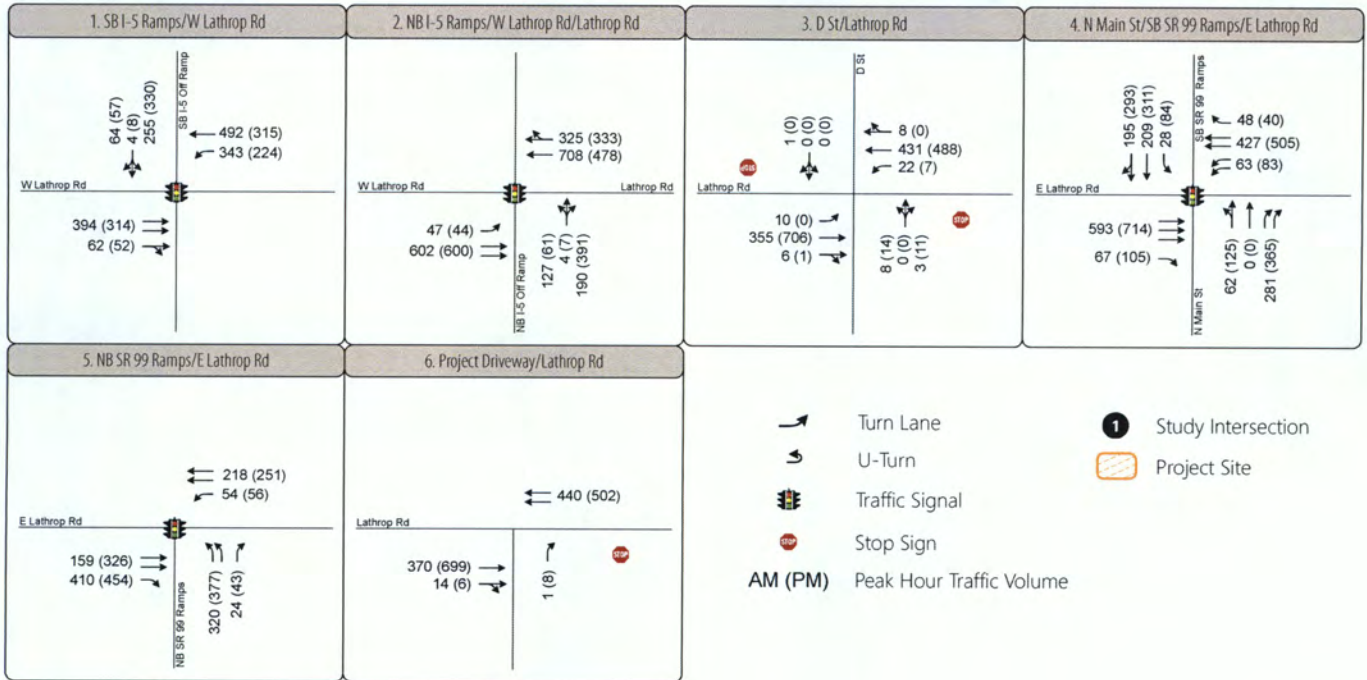
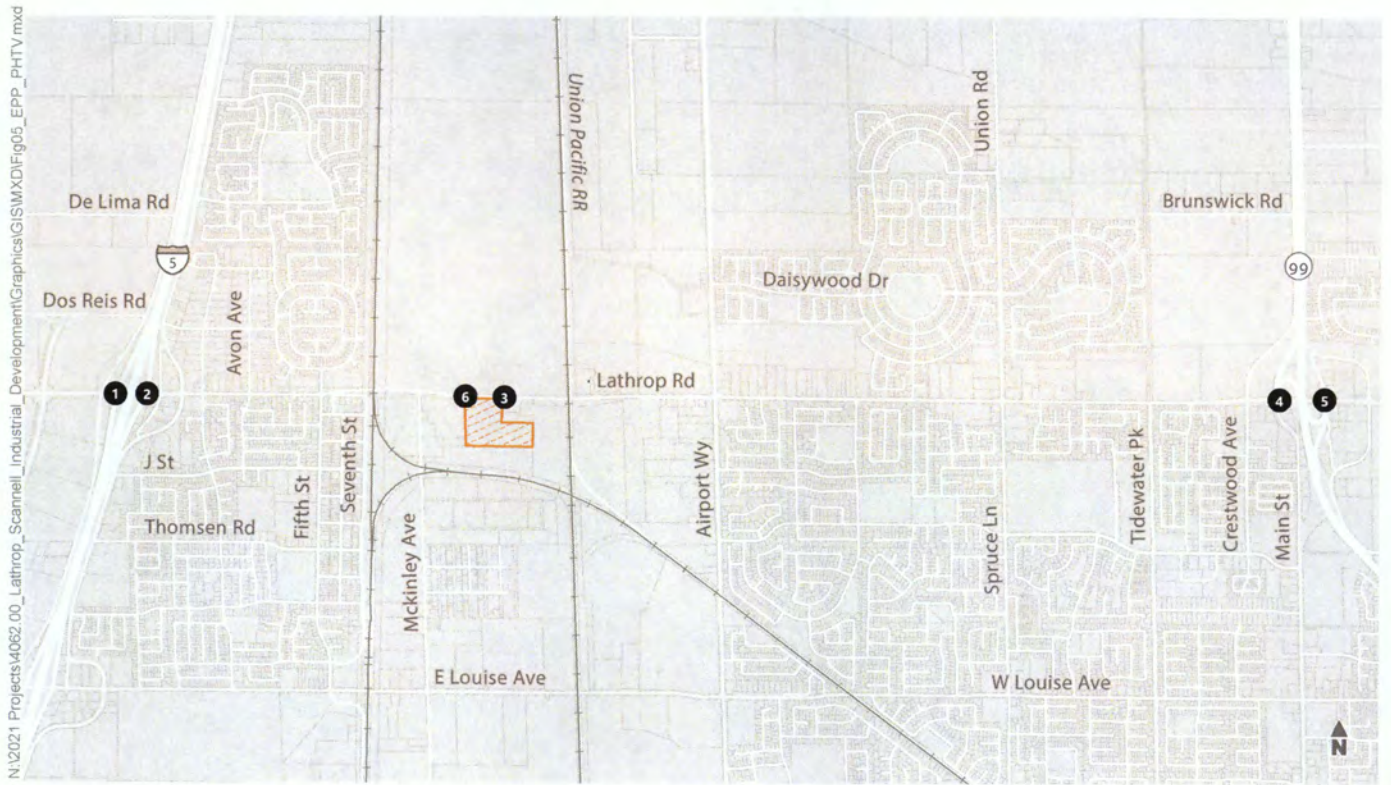


Figure 5

## Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions



**Table 4: Intersection Operations – Existing Plus Project Conditions**

Intersection	Control Type	Peak Hour	Existing Conditions		Existing Plus Project Conditions	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. I-5 SB Ramps/Lathrop Rd	Signal	AM PM	18 17	B B	18 17	B B
2. I-5 NB Ramps/Lathrop Rd	Signal	AM PM	16 19	B B	16 19	B B
3. Lathrop Road/D St	SSSC	AM PM	1 (15) 1 (17)	A (B) <sup>2</sup> A (C)	1 (15) 1 (21)	A (C) <sup>2</sup> A (C)
4. SR 99 SB Ramps/Lathrop Rd	Signal	AM PM	15 18	B B	15 18	B B
5. SR 99 NB Ramps/Lathrop Rd	Signal	AM PM	12 12	B B	12 12	B B
6. Lathrop Road/Project Driveway	SSSC	AM PM	N/A	N/A	1 (10) 1 (11)	A (A) A (B)

**Notes:**

SSSC = Side-Street Stop Control; LOS = Level of Service

<sup>1</sup> For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, average intersection delay and (worst-case movement) are reported.

<sup>2</sup> Intersection LOS differs due to rounding.

Source: Fehr & Peers, 2021

As displayed, all intersections would operate acceptably with the addition of project trips. Intersection delay would remain the same at all intersections except for Lathrop Road/D Street. Motorists making a northbound left turn would continue to experience the highest delay at this intersection. With the addition of project trips, delay for this movement would increase by less than one second during the AM peak hour and by approximately 4 seconds during the PM peak hour.



## 4. Cumulative Conditions Analysis

This chapter analyzes the impacts of the project under cumulative conditions. The analysis reflects long-term development in the City of Lathrop, Manteca and other nearby jurisdictions using the Cumulative Year TDF model previously described. It is noted that under cumulative conditions, a significant amount of growth is planned in Lathrop (as the TDM assumes full build out of the City). As a result, forecasted AM and PM peak hour volumes are high, particularly near I-5. The City is currently in the process of updating the General Plan, which will include an in depth evaluation of land uses and anticipated growth over the next 20 years. The TDM will be updated with the General Plan effort and may result in different forecasts along study intersections.

It is also noted, the Sharpe Depot project has not come to fruition and land use plans are unknown at this time. Therefore, this analysis does not assume land use growth on the parcel directly north of the project site. When a project is proposed on that parcel, additional analysis, particularly for the Lathrop Road/D Street intersection, should be completed.

The City of Lathrop has completed a Project Study Report (PSR) for the Lathrop Road/I-5 interchange. A partial cloverleaf is proposed. However, the PSR needs to be updated with Caltrans before completing environmental and design documents. Although the project is still in early stages and is not fully funded, interchange improvements are identified in the City's Capital Improvement Plan (PS 06-16) and the City has been collecting funds for interchange improvements through the Capital Facilities Fee Program. Therefore, based on direction from City staff, the following interchange improvements are included in the cumulative year analysis:

- **Lathrop Road/I-5 SB Ramps:**
  - Modify the southbound approach to include two left turn lanes and two right turn lanes
  - Modify the eastbound approach to include three through lanes
  - Modify the westbound approach to include two through lanes, one shared through/right turn lane, and one right turn lane
  
- **Lathrop Road/I-5 NB Ramps:**
  - Modify the northbound approach to include one left turn lane, one shared through/left turn lane, and two right turn lanes
  - Modify the eastbound approach to include two left turn lanes and two through lanes
  - Modify the westbound approach to include one through lane, one shared through/right turn lane, and one right turn lane

The following Synchro inputs were used for the cumulative year analysis at the Lathrop Road/I-5 interchange:

- Coordinated signal timing

- Custom phasing on the I-5 SB off-ramp
- Optimized signal timings and offsets for each cumulative scenario

## 4.1 Cumulative No Project Conditions

### Cumulative No Project Intersection Operations

The Cumulative Year TDF model was used to develop cumulative year intersection turning movement forecasts. This scenario assumes a retail type development consistent with the existing Service Commercial General Plan designation and an FAR of 0.30 is constructed on the site. No improvements are assumed at the study intersections under this scenario, except for the modifications to the Lathrop Road/I-5 interchange previously described. All trips to the project site were assigned to the Lathrop Road/D Street intersection as there is no specific project and no proposed driveway locations to consider.

**Figure 6** displays AM and PM peak hour turning movement and lane configurations at the study intersections. **Table 5** displays the AM and PM peak hour intersection operations. Technical calculations are displayed in **Appendix A**.

Intersection	Control Type	Peak Hour	Existing Conditions		Cumulative No Project Conditions	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. I-5 SB Ramps/Lathrop Rd <sup>2</sup>	Signal	AM PM	18 17	B B	47 69	D <b>E</b>
2. I-5 NB Ramps/Lathrop Rd	Signal	AM PM	16 19	B B	55 56	D <b>E</b>
3. Lathrop Road/D St	SSSC	AM PM	1 (15) 1 (17)	A (B) A (C)	31 (>1000) 426 (>1000)	<b>D (F)</b> <b>F (F)</b>
4. SR 99 SB Ramps/Lathrop Rd	Signal	AM PM	15 18	B B	29 28	C C
5. SR 99 NB Ramps/Lathrop Rd	Signal	AM PM	12 12	B B	29 35	C D

Notes:  
 SSSC = Side-Street Stop Control; LOS = Level of Service  
**Bold** indicates unacceptable operations.  
<sup>1</sup> For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, average intersection delay and (worst-case movement) are reported.  
<sup>2</sup> For cumulative no project conditions, intersection level of service and delay is reported using HCM 2000 methodology, as custom phasing cannot be analyzed using HCM 6<sup>th</sup> Edition methodology.  
 Source: Fehr & Peers, 2021

As displayed, the I-5 NB and SB Ramps/Lathrop Road intersections would operate unacceptably at LOS E during the PM peak hour and Lathrop Road/D Street would operate unacceptably at LOS F during the AM and PM peak hour.

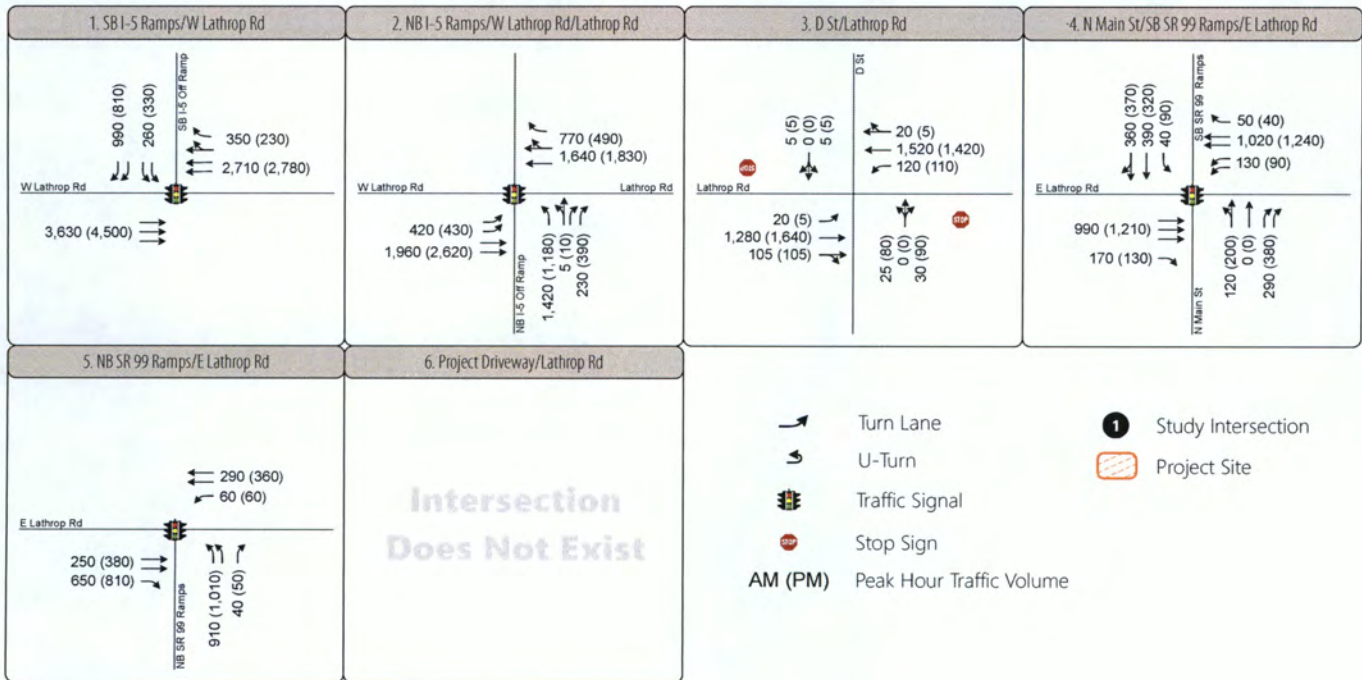


Figure 6

Peak Hour Traffic Volumes and Lane Configurations - Cumulative No Project Conditions



## 4.2 Cumulative Plus Project Conditions

### Cumulative Plus Project Intersection Operations

Trips associated with the retail development were removed from the study intersections and project trips consistent with the trip generation displayed in Table 5 were added. The Cumulative Year TDF model was used to determine cumulative plus project trip distribution which is displayed on **Figure 7**.

**Figure 8** displays the intersection turning movements under cumulative plus project conditions. **Table 6** presents the results of the cumulative plus project intersection operations analysis.

Table 6: Intersection Operations – Cumulative Plus Project Conditions						
Intersection	Control Type	Peak Hour	Cumulative No Project Conditions		Cumulative Plus Project Conditions	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. I-5 SB Ramps/Lathrop Rd <sup>2</sup>	Signal	AM	47	D	40	D
		PM	69	E	48	D
2. I-5 NB Ramps/Lathrop Rd	Signal	AM	55	D	48	D
		PM	56	E	55	D
3. Lathrop Road/D St	SSSC	AM	31 (>1000)	<b>D (F)</b>	3 (359)	<b>A (F)</b>
		PM	426 (>1000)	<b>F (F)</b>	20 (>1000)	<b>C (F)</b>
4. SR 99 SB Ramps/Lathrop Rd	Signal	AM	29	C	29	C
		PM	28	C	28	C
5. SR 99 NB Ramps/Lathrop Rd	Signal	AM	29	C	29	C
		PM	35	D	30	C
6. Lathrop Road/Project Driveway	SSSC	AM	N/A	N/A	0 (16)	A (C)
		PM			1 (21)	A (C)

Notes:  
 SSSC = Side-Street Stop Control; LOS = Level of Service  
<sup>1</sup> For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, average intersection delay and (worst-case movement) are reported.  
<sup>2</sup> Intersection level of service and delay is reported using HCM 2000 methodology, as custom phasing cannot be analyzed using HCM 6<sup>th</sup> Edition methodology.  
 Source: Fehr & Peers, 2021

As displayed, most intersections would operate acceptably under cumulative plus project conditions and delay at all intersections would decrease or remain the same with the proposed project as the industrial development would generate less trips than a retail type development permitted under the existing Service Commercial land use designation.



Figure 7  
Cumulative Plus Project Trip Distribution

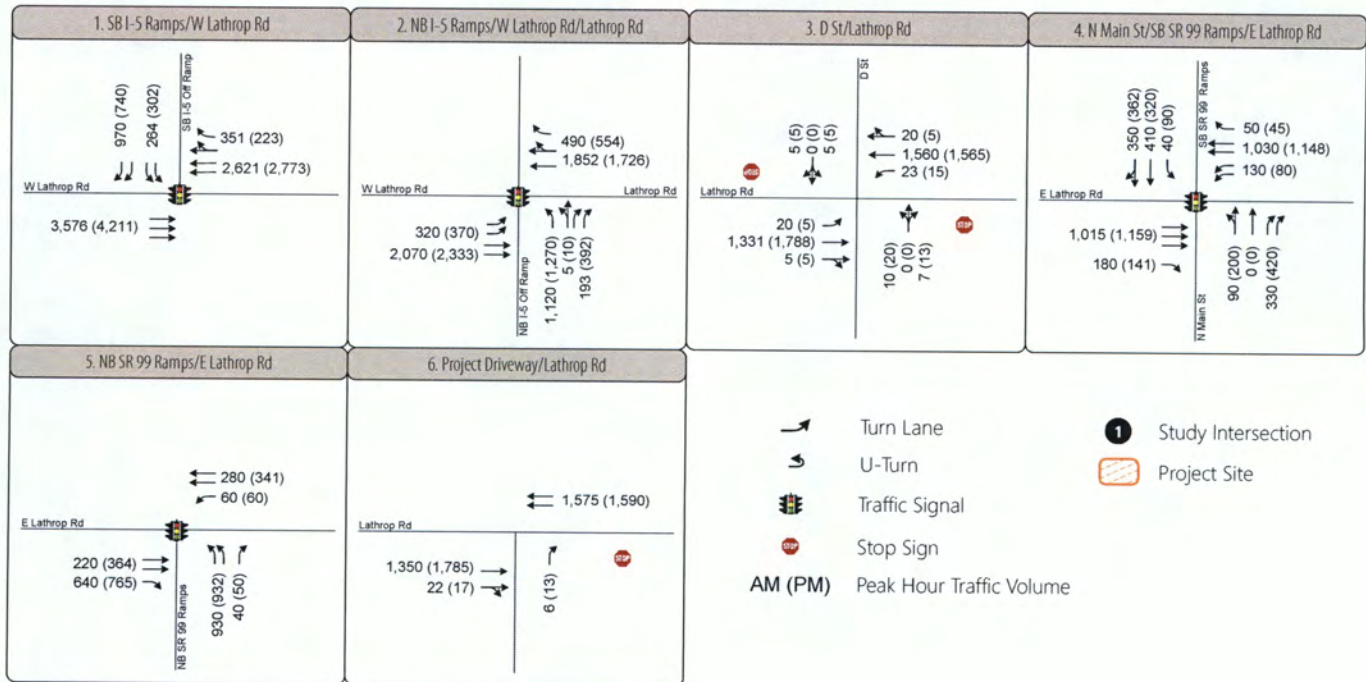
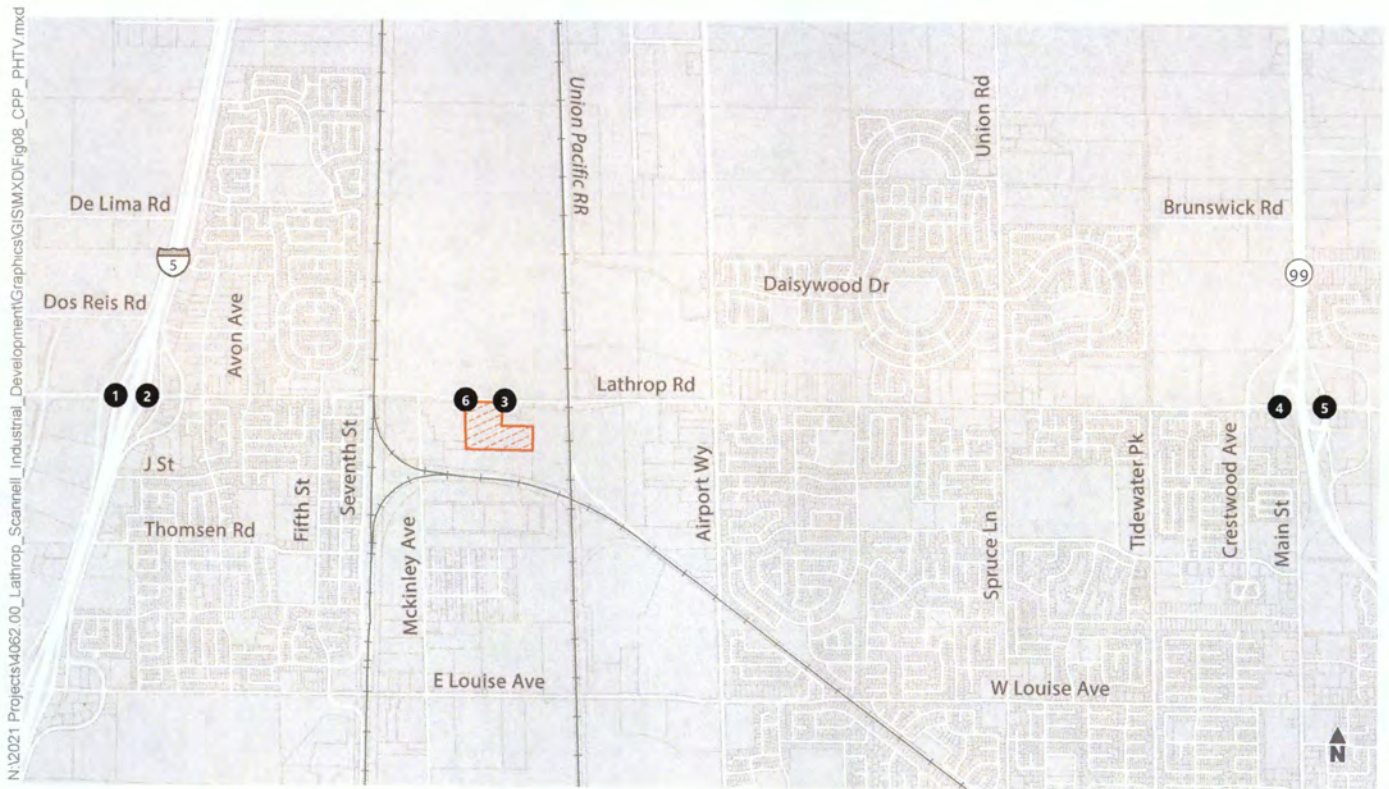


Figure 8

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Plus Project Conditions



However, the Lathrop Road/D Street intersection would continue to operate unacceptably under cumulative plus project conditions. Motorists making a northbound left turn would continue to experience the highest delay at this intersection.

*Signal Warrant Analysis*

Because the Lathrop Road/D Street intersection would operate unacceptably under both cumulative scenarios, we completed an AM and PM peak hour signal warrant analysis, consistent with the methodologies in the 2014 CA MUTCD, to evaluate the need for installation of a traffic signal.

Results of this analysis indicate traffic volumes on the minor street would not satisfy the warrant for installation of a traffic signal in the AM peak hour for either the cumulative no project or cumulative plus project scenarios or PM peak hour for the cumulative plus project scenario. Volumes would satisfy the warrant for installation of a traffic signal in the PM peak hour under the cumulative no project scenario.

However, a signal is recommended at this intersection due to high delay experienced on the minor streets, need for left turning movements into and out of D Street, and heavy trucks associated with the existing concrete facility and proposed project. It is recommended that the signal be installed with the proposed project or the developer pay a fair-share for future installation of the traffic signal. **Table 7** displays the results of intersection operations under cumulative conditions with installation of a traffic signal.

**Table 7: Intersection Operations – Cumulative Conditions with Improvements**

Intersection	Control Type	Peak Hour	Cumulative No Project Conditions		Cumulative No Project with Improvements		Cumulative Plus Project Conditions		Cumulative Plus Project with Improvements	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. Lathrop Road /D St	SSSC / Signal <sup>2</sup>	AM	31 (>1000)	<b>D (F)</b>	12	B	3 (359)	<b>A (F)</b>	9	A
		PM	426 (>1000)	<b>F (F)</b>	23	C	20 (>1000)	<b>C (F)</b>	9	A

Notes:  
 SSSC = Side-Street Stop Control; LOS = Level of Service  
<sup>1</sup> For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, average intersection delay and (worst-case movement) are reported.  
<sup>2</sup> Intersection was analyzed as a signal under the "with improvements" scenarios  
 Source: Fehr & Peers, 2021

As displayed, the intersection would operate acceptably with installation of a traffic signal. However, this intersection should be re-evaluated when land use information for the Sharpe Depot project are known to determine if lane configuration or phasing modifications are necessary.



# 5. Additional Analysis

This chapter describes the additional analysis completed for the proposed project, including consistency with the General Plan and a site access evaluation.

## 5.1 General Plan Consistency

The City of Lathrop General Plan was reviewed to determine if the proposed development project would result in any inconsistencies with adopted transportation related policies. The proposed warehouse project is permitted under the existing Service Commercial General Plan land use designation. The City of Lathrop General Plan (adopted in 1991 and most recently amended in 2004) indicates the following improvements on Lathrop Road:

- Improve Lathrop Road to 4 traffic lanes between I-5 and the Manteca city limits; provide railroad separation structures.
- Construct Class II Bike Lanes

These improvements have been completed since adopted of the General Plan and the proposed project will not result in any inconsistencies with these improvements.

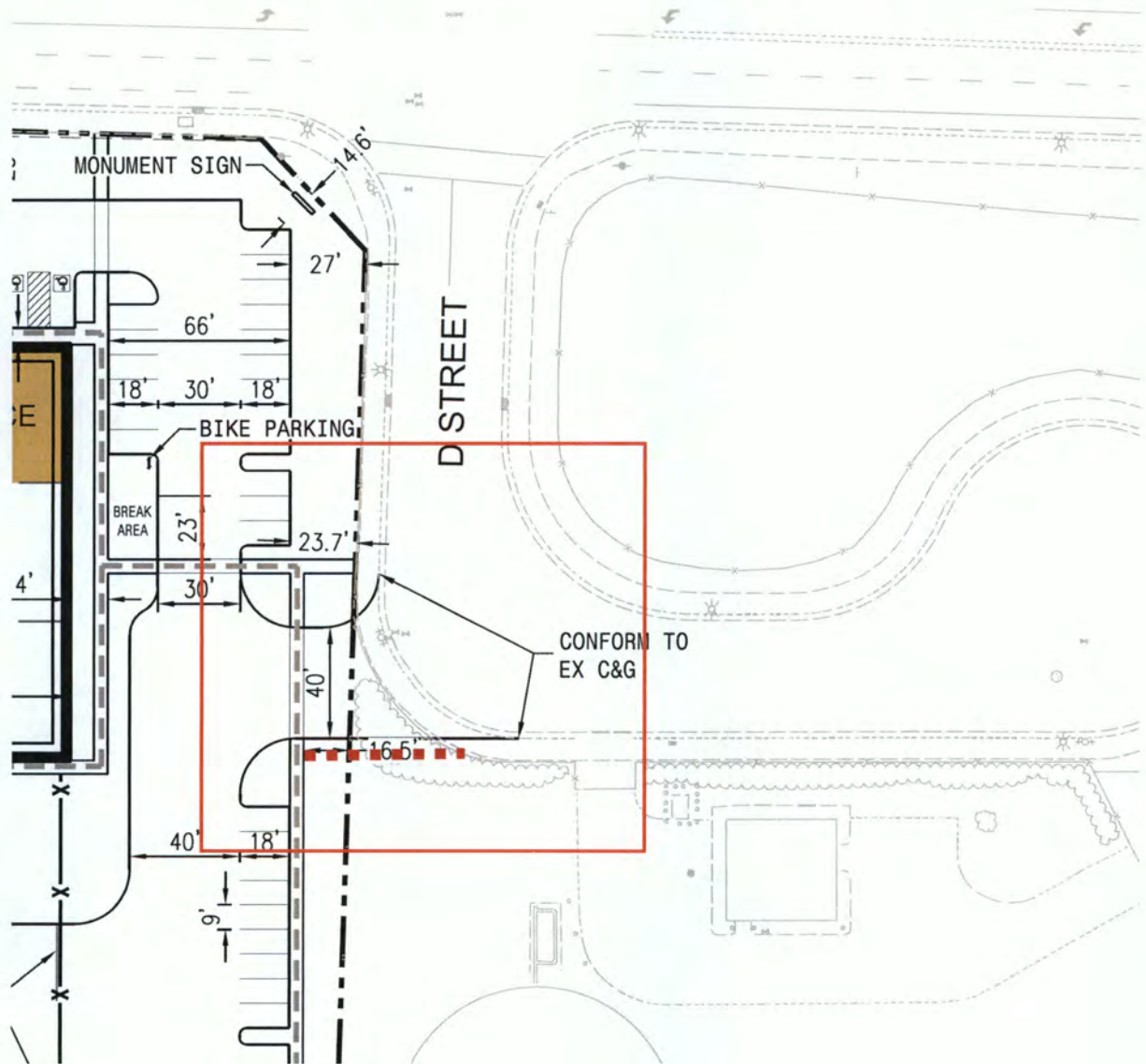
## 5.2 Site Access Evaluation

As described in Chapter 3 and displayed in **Figure 2**, access is proposed via one right in/right out driveway on Lathrop Road and one driveway on D Street. Civil Sheets 7, 8 and 9 (Mackay & Soms, April 2021) provide truck turning movements for semi-trailers (WB-50), fire trucks, and refuse trucks and indicate the project would provide adequate emergency and truck access. However, it is noted that because a tenant has not yet been identified, updated plans may be necessary to ensure adequate ingress and egress for larger trucks is provided should larger trucks need to access the site.

As previously noted, Fehr & Peers completed an AM and PM peak hour signal warrant analysis consistent with methodologies in the 2014 CA MUTCD for the Lathrop Road/D Street intersection under cumulative no project and cumulative plus project conditions. Results of this analysis indicate traffic volumes on the minor street would not satisfy the warrant for installation of a traffic signal in the AM peak hour for both scenarios or PM peak hour under the cumulative plus project scenario. Volumes would satisfy the warrant for installation of a traffic signal in the PM peak hour under the cumulative no project scenario.

However, a signal is recommended at this intersection due to high delay experienced on the minor streets, need for left turning movements into and out of D Street, and heavy trucks associated with the existing concrete facility and proposed project. It is recommended that the signal be installed with the proposed project or the developer pay a fair-share for future installation of the traffic signal.

Additionally, Civil Sheet 4 indicates that a portion of the existing sidewalk on D Street would be removed to accommodate the proposed driveway. It is unclear how this sidewalk on the southern side of the driveway approach would ultimately reconnect to provide adequate pedestrian access. If possible, this sidewalk should connect to the sidewalk proposed on-site for ADA access, similar to the connection to the sidewalk proposed to the north. This potential connection is displayed via the red dashed line below.



## **Attachment 11**

### Scannell Properties Industrial Project

Final Initial Study / Mitigated Negative Declaration, dated September 9,  
2021

Due to the size of this document, it has not been reproduced in the staff report. A copy of the Final IS/MND is available for viewing and download on the City's website at <https://www.ci.lathrop.ca.us/com-dev/page/public-review-documents>. Individuals that are unable to access the Final IS/MND at the website listed above or would require a computer disk or thumb drive containing a copy of the document should contact Planning Staff at [planning@ci.lathrop.ca.us](mailto:planning@ci.lathrop.ca.us) or (209) 941-7290 to obtain a copy.



## RESPONSE TO COMMENTS

### RESPONSE TO COMMENTS:

Written comments on the Scannell Properties Industrial Project during the 20-day Public Review Period beginning on August 11, 2021 and ending on August 31, 2021. The comments are reproduced along with responses to those comments. To assist in referencing comments and responses, the following code system was used:

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

These written responses have been prepared to preserve the Administrative Record as it relates to the Scannell Properties Industrial Project.

The table below lists the written comments on the Scannell Properties Industrial Project that were submitted to the City of Lathrop. The assigned comment number, comment date, commenter, and affiliation, if presented in the comment or if representing a public agency, are also listed.

Response Code	Signatory	Affiliation	Date
A	Maya I. Smith, Legal Assistant	Adams Broadwell Joseph & Cardozo	August 13, 2021
B	Adriana Lopez	N/A	August 23, 2021 (email)
C	Ector Olivares, Program Manager, Environmental Justice Program	Catholic Charities, Diocese of Stockton	August 31, 2021
D	Mary Meninga	N/A	August 30, 2021
E	Plan Review Team, Land Management	Pacific Gas & Electric	August 13, 2021
F	Aldara Salinas, Environmental Health Specialist	San Joaquin Environmental Health Department	August 25, 2021
G	Laurel Boyd, SJCOG, Inc.	San Joaquin Council of Governments	August 12, 2021
H	Brian Clements, Director of Permit Services	San Joaquin Valley Air Pollution Control District	August 31, 2021

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

801 GATEWAY BOULEVARD, SUITE 1000  
SOUTH SAN FRANCISCO, CA 94080-7037

TEL: (650) 589-1660  
FAX: (650) 589-5062

msmith@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350  
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TEL: (916) 444-6201  
FAX: (916) 444-8209

KEVIN T. CARMICHAEL  
CHRISTINA M. CARO  
JAVIER J. CASTRO  
THOMAS A. ENSLOW  
KELILAH D. FEDERMAN  
ANDREW J. GRAF  
TANYA A. GULESSERIAN  
KENDRA D. HARTMANN\*  
DARIEN K. KEY  
RACHAEL E. KOSS  
AIDAN P. MARSHALL

*Of Counsel*

MARC D. JOSEPH  
DANIEL L. CARDOZO

\*Not admitted in California  
Licensed in Colorado

August 13, 2021

**VIA EMAIL AND U.S. MAIL**

Mark Meissner  
Community Development Director  
City of Lathrop  
390 Towne Centre Drive  
Lathrop, CA 95330  
Email: [mmeissner@ci.lathrop.ca.us](mailto:mmeissner@ci.lathrop.ca.us)

Teresa Vargas  
City Clerk  
City of Lathrop  
390 Towne Centre Drive  
Lathrop, CA 95330  
Email: [website\\_cco@ci.lathrop.ca.us](mailto:website_cco@ci.lathrop.ca.us)

**VIA EMAIL**

David Niskanen, Contract Planner  
Email: [planningconsultant@ci.lathrop.ca.us](mailto:planningconsultant@ci.lathrop.ca.us)

**Re: Request for Mailed Notice of Actions and Hearings - Scannell  
Properties Industrial Project (GPA-20-139, REZ-20-140, SPR-20-  
141, TPM-20-142)**

Dear Mr. Meissner, Ms. Vargas, and Mr. Niskanen,

We are writing on behalf of San Joaquin Residents for Responsible Development ("San Joaquin Residents") to request mailed notice of the availability of any environmental review document, prepared pursuant to the California Environmental Quality Act, related to the Scannell Properties Industrial Project (GPA-20-139, REZ-20-140, SPR-20-141, TPM-20-142) ("Project"), proposed by Scannell Properties d.b.a. Scannell Properties #478, LLC ("Applicant"), as well as a copy of the environmental review document when it is made available.

The Project proposes to construct three industrial warehouse buildings on an 18.2-acre vacant site in the City of Lathrop. Building 1 calls for approximately 70,200 square feet on a 6.54-acre site, building 2 calls for approximately 78,400 square feet on a 5.58-acre site, and building 3 calls for approximately 42,560 square feet on a 3.50-acre site. The total square footage for all buildings would be 191,160 square feet. The Project would include 250 automobile parking spaces and 101 truck/trailer parking spaces, loading areas, and a stormwater retention/infiltration

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August 13, 2021

Page 2

basin. Approximately 10% of the building square footage would be dedicated to office uses while the remainder would be dedicated to warehouse uses. The Project site is located at 520 Lathrop Road, in the City of Lathrop, San Joaquin County, California (Assessor's Parcel Number 198-040-14).

San Joaquin Residents is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential impacts associated with Project development. San Joaquin Residents include the International Brotherhood of Electrical Workers Local 595, Plumbers & Steamfitters Local 442, Sheet Metal Workers Local 104, Sprinkler Fitters Local 669, the District Council of Ironworkers and their members and their families; and other individuals that live and/or work in the City of Lathrop and San Joaquin County. San Joaquin Residents have a strong interest in enforcing the State's environmental laws that encourage sustainable development and ensure a safe working environment for its members.

**We also request mailed notice of any and all hearings and/or actions related to the Project.** These requests are made pursuant to Public Resources Code Sections 21092.2, 21080.4, 21083.9, 21092, 21108, 21152, and 21167(f) and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send the above requested items by email and U.S. Mail to our South San Francisco Office as follows:

**U.S. Mail**

Maya I. Smith  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080-7037

**Email**

[msmith@adamsbroadwell.com](mailto:msmith@adamsbroadwell.com)

A-1

August 13, 2021  
Page 3

Please call me at (650) 589-1660 if you have any questions. Thank you for your assistance with this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Maya", with a long horizontal flourish extending to the right.

Maya I. Smith  
Legal Assistant

MIS:ljl

A-1

**Response to Comment A – Maya I. Smith, Adams Broadwell Joseph & Cardozo**

Response A-1: The commenter requests to be mailed notice of actions and hearings regarding the Scannell Properties Industrial Project. The request is for mailed notice of the availability of any environmental review document, prepared pursuant to the California Environmental Quality Act, related to the Scannell Properties Industrial Project, as well as a copy of the environmental review document when it is made available. The request also includes mailed notice of any and all hearings and/or actions related to the project. The commenter has been added to the City's CEQA Distribution list and Public Hearing notice list for the proposed project. No further response is warranted.



## **Ricardo Caguiat**

---

**From:** Mark Meissner  
**Sent:** Monday, August 23, 2021 10:22 AM  
**To:** 'AJ Lopez'; Ricardo Caguiat  
**Cc:** Michael King; David Niskanen  
**Subject:** RE: MND Scannell

Hello Adriana,

My signature is on the document. The project is not exempt from CEQA so an Initial Study was required. De Novo Planning Group was recommended by me to prepare the Initial Study. Final determination will be made by the City Council.

***Mark Meissner***

Director - Community Development Department  
City of Lathrop, 390 Towne Centre Drive Lathrop, CA 95330  
Office: (209) 941-7266 | Cell: (209) 992-0008

**From:** AJ Lopez  
**Sent:** Saturday, August 21, 2021 4:20 PM  
**To:** Ricardo Caguiat  
**Cc:** Mark Meissner ; Michael King ; David Niskanen  
**Subject:** Re: MND Scannell

Hello.

Who in the city staff directed and notified DeNovo to prepare the MND? Also. can you please tell me the name of the person. whose signature appears on this document?

B-1

**Proposed Scannell Properties Industrial Project**

**Lead Agency:**  
City of Lathrop  
140 Franklin Drive  
Lathrop, CA 95330  
(209) 945-7200

**Project Title:** Scannell Properties Project

**Project Location:** The proposed Scannell Properties Industrial Project (the Project) is a proposed industrial development site located on approximately 18.3 acres in the City of Lathrop. The Project would include 191,160 square feet of industrial warehouse uses with adequate parking, including an industrial warehouse and distribution facility.

The Project site is located on the east side of the City of Lathrop, within Lathrop Road (A/RN 194-050-14). The site is currently vacant and is zoned by existing Service Commercial development to be used as existing General Industrial development to the east and existing Limited Industrial uses to the north. The project site is generally 91 to 117 feet in range for the entire project site of approximately 16 to 23 feet above sea level.


**Project Description:** The proposed Project would develop the 18.3-acre vacant Project site with three industrial warehouse buildings. Figure 3 provides the Project site plan. As shown in Figure 3, the first industrial warehouse building (Building 1) would be located in the northern portion of the Project site and have a building footprint of approximately 70,200 SF on a 6.64-acre site. Building 2 would be located in the southwest portion of the Project site and have a building footprint of approximately 70,400 SF on a 5.58-acre site. Building 3 would be located in the southeast portion of the Project site and have a building footprint of approximately 42,560 SF on a 3.50-acre site. The total building square footage for all buildings would be 191,160 SF. Approximately 12% (approximately 19,117 SF) of the building square footage would be dedicated to office uses, while the remainder of the building square footage (approximately 172,043 SF) would be dedicated to warehouse uses.

**Findings**

In accordance with the California Environmental Quality Act, the City of Lathrop has prepared an Initial Study to determine whether the proposed project may have any significant adverse effect on the environment. The Initial Study and Project Mitigation Negative Declaration reflect the independent judgment of City of Lathrop staff. On the basis of the Initial Study, the City of Lathrop hereby finds:

*Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and the mitigation measures described herein have been identified for the project. A Mitigation Negative Declaration has thus been prepared.*

The Initial Study which provides the basis and reasons for this determination is attached and incorporated herein and is hereby made a part of this document.

  
\_\_\_\_\_  
Signature

8/11/2021  
\_\_\_\_\_  
Date

B-1

Thank you,  
Adriana

On Wed, Aug 18, 2021 at 7:52 PM AJ Lopez <ajlopez0304@gmail.com> wrote:  
Please disregard the previous email. Found the document.

On Wed, Aug 18, 2021 at 7:11 PM AJ Lopez <ajlopez0304@gmail.com> wrote:  
My apologies, the request should have been for the staff report that was referenced in the attorney letter from Buchalter Scannell.

On Wed, Aug 18, 2021 at 10:23 AM Ricardo Caguait <rcaguait@ci.lathrop.ca.us> wrote:

There is no staff report for the preparation of the IS/MND. A staff report will be prepared when the project moves forward to the Planning Commission and City Council. The IS/MND will serve as a supporting document for the project in compliance with CEQA.

Thanks,

**RICK CAGUIAT**

Principal Planner | City of Lathrop

Community Development Department | Planning Division

390 Towne Centre Drive Lathrop, CA 95330

P: (209) 941-7296 | F: (209) 941-7339

[rcaguiat@ci.lathrop.ca.us](mailto:rcaguiat@ci.lathrop.ca.us)

**From:** AJ Lopez <[ajlopez0304@gmail.com](mailto:ajlopez0304@gmail.com)>

**Sent:** Tuesday, August 17, 2021 9:52 PM

**To:** Ricardo Caguiat <[rcaguiat@ci.lathrop.ca.us](mailto:rcaguiat@ci.lathrop.ca.us)>

**Cc:** Mark Meissner <[mmeissner@ci.lathrop.ca.us](mailto:mmeissner@ci.lathrop.ca.us)>; Michael King <[mking@ci.lathrop.ca.us](mailto:mking@ci.lathrop.ca.us)>; David Niskanen <[planningconsultant@ci.lathrop.ca.us](mailto:planningconsultant@ci.lathrop.ca.us)>

**Subject:** Re: MND Scannell

Thank you for the information. I would also like to request the staff report used in preparation for this IS MND.

Thank you very much.

Adriana

On Mon. Aug 16. 2021 at 6:16 PM Ricardo Caguiat <[rcaguiat@ci.lathrop.ca.us](mailto:rcaguiat@ci.lathrop.ca.us)> wrote:

Hi Adriana,

The City hired De Novo Planning Group to perform the required CEQA work for the project. The same firm working on the City's General Plan update.

Thanks,

B-1

**RICK CAGUIAT**

Principal Planner | City of Lathrop

Community Development Department | Planning Division

390 Towne Centre Drive Lathrop, CA 95330

P: (209) 941-7296 | F: (209) 941-7339

[rcaquiat@ci.lathrop.ca.us](mailto:rcaquiat@ci.lathrop.ca.us)

**From:** AJ Lopez <[ajlopez0304@gmail.com](mailto:ajlopez0304@gmail.com)>

**Sent:** Monday, August 16, 2021 4:56 PM

**To:** Ricardo Caguiat <[rcaguiat@ci.lathrop.ca.us](mailto:rcaguiat@ci.lathrop.ca.us)>

**Cc:** Mark Meissner <[mmeissner@ci.lathrop.ca.us](mailto:mmeissner@ci.lathrop.ca.us)>; Michael King <[mking@ci.lathrop.ca.us](mailto:mking@ci.lathrop.ca.us)>; David Niskanen <[planningconsultant@ci.lathrop.ca.us](mailto:planningconsultant@ci.lathrop.ca.us)>

**Subject:** Re: MND Scannell

B-1

Great! Who did the initial check off list that enabled the IS-MND?

Thank you very much.

Adriana

On Mon, Aug 16, 2021 at 9:12 AM Ricardo Caguiat <[rcaguiat@ci.lathrop.ca.us](mailto:rcaguiat@ci.lathrop.ca.us)> wrote:

Hi Adriana,

Please feel free to e-mail or call me if you have any questions on the project.

Thanks,

**RICK CAGUIAT**

Principal Planner | City of Lathrop

Community Development Department | Planning Division

390 Towne Centre Drive Lathrop, CA 95330

P: (209) 941-7296 | F: (209) 941-7339

[rcaguiat@ci.lathrop.ca.us](mailto:rcaguiat@ci.lathrop.ca.us)

**From:** Michael King <[mking@ci.lathrop.ca.us](mailto:mking@ci.lathrop.ca.us)>

**Sent:** Sunday, August 15, 2021 7:27 PM

**To:** AJ Lopez <[ajlopez0304@gmail.com](mailto:ajlopez0304@gmail.com)>

**Cc:** Mark Meissner <[mmeissner@ci.lathrop.ca.us](mailto:mmeissner@ci.lathrop.ca.us)>; Ricardo Caguiat <[rcaguiat@ci.lathrop.ca.us](mailto:rcaguiat@ci.lathrop.ca.us)>

**Subject:** RE: MND Scannell

Adriana.

The community development. Mark and Rick are cc'd. should be able to take any questions you might have. If your questions are related to trucks. please cc me since Public Works will likely be impacted. Thank you.

Michael

Sent from my Verizon. Samsung Galaxy smartphone

----- Original message -----

**From:** AJ Lopez <[ajlopez0304@gmail.com](mailto:ajlopez0304@gmail.com)>

**Date:** 8/15/21 7:10 PM (GMT-08:00)

**To:** Michael King <[mking@ci.lathrop.ca.us](mailto:mking@ci.lathrop.ca.us)>

**Subject:** MND Scannell

B-1

Hello Mr. King,

This MND shows Lathrop as the lead agency for CEQA. Who is the person(s) that is representing Lathrop at the lead agency and in agreement with this Mitigated Negative Declaration for the Scannell Properties Industrial Project (GPA-20-139, REZ-20-140, SPR-20-141, TPM-20-142) ? Looking forward to hearing from you.

B-1

Thank you,

Adriana

---

**Response to Comment B – Adriana Lopez**

Response B-1: The commenter raised questions regarding the preparation of the Initial Study/Mitigated Negative Declaration. The commenters questions were answered in the email correspondence above. No further response is warranted.



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of the Diocese of Stockton  
*Help for Today...Hope for Tomorrow*

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*Community Support*

Tina Welch  
*Community Support*

Elysa Ramirez  
*Executive Director*



Environmental Justice Program  
Catholic Charities Diocese of Stockton

August 31, 2021

Mark Meissner,  
Director of Community Development,  
City of Lathrop

RE: Comment Letter for the Mitigated Negative Declaration (MND) for  
1520 E. Lathrop Road, Lathrop California (Scannell Properties Industrial  
Project).

Dear Mr. Meissner:

On behalf of the Environmental Justice Program at Catholic Charities, Diocese of Stockton, we respectfully submit the following comments regarding the Mitigated Negative Declaration (MND) for the Scannell Properties Industrial Project.

After reviewing the MND, we feel there is no clear indication that the project will ensure all impacts are mitigated; therefore this MND is in direct violation of CEQA. The pervasive flaws in the MND demand that this project goes through a proper Environmental Impact Report. Please note that the organization of the appendix items are out of order in the document, such as, the Traffic Impact Analysis stated to be listed on page 103 is actually on page 459 of the document.

**I. The MND Fails to Adequately Analyze and Mitigate Lathrop's Transportation Impacts.**

The MND makes no attempt to analyze whether this increase in truck traffic would cause an increase in vehicular accidents. This is concerning due to the fact that students who travel along Lathrop Road to attend Lathrop High School are not protected from the oncoming traffic of heavy-duty trucks. It should also be noted that three weeks ago, Lathrop City Council directed City staff to produce a resolution that will ban all trucks on Lathrop Road--excluding the businesses already there. If this project is passed, it will negate the Council's plan to protect the residents that live along Lathrop Road.

C-1

San Joaquin Office  
Stanislaus Office  
Mother Lode Office

1106 North El Dorado St. Stockton, CA 95207  
1506 H St. Modesto, CA 95354  
88 Bradford St. Sonora, CA 95370

P: 209-444-5900  
P: 209-529-3784  
P: 209-532-7532

F: 209-444-5933  
F: 209-529-6083  
F: 209-532-8448





Catholic Charities  
of the Diocese of Stockton  
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Community Volunteer
- Tim Welch*  
Community Volunteer
- Elvira Ramirez*  
Executive Director

**The MND Fails to Propose Adequate Mitigation Measures for Noise, Air Quality.**

While the MND proposes measures to mitigate any noise during the construction phase, there are no other mitigation measures proposed for the operational phase of the project. It is concerning to surrounding residents that there will be significant noise due to heavy truck traffic and day-to-day operations of the warehouse. Similarly, it is alarming that there are no proposed mitigation measures to address air quality in the construction or operational phases. The document fails to provide the necessary evidence that the project will ensure air pollutant emissions are sufficiently minimized so it does not conflict with the SJVAPCD's air quality plans. Not all potential mitigation measures have been exhausted in the MND. An MND for a project of similar size, such as that of the Airport Business Centre Project, has proposed several air quality mitigation measures such as limiting time for idling of construction equipment, reducing VMT, and utilizing paint with a low VOC content. Lastly, the project would be located in a census tract designated by the state as disadvantaged. Based on CalEnviroScreen 3.0, the Census Tract 6077005119 has a pollution burden percentile of 100, particulate matter 2.5 of 82nd percentile, pesticides of 92nd percentile, groundwater threats of 100th percentile, and asthma rates of 75th percentile. It is clear that this project will be located in an area that has negatively impacted socio-economic indicators. It should be noted the MND did not reference CalEnviroScreen in the analysis, indicating that there was not a careful analysis on the community this project would impact.

**Conclusion.**

We respectfully request that no further consideration be given to the proposed project until an Environmental Impact Report is prepared. The project must provide a full analysis of noise and air quality mitigation measures. Lastly, the project is located in an area that is designated disadvantaged. It is the city's responsibility to protect environmental justice communities so they do not experience the impacts of pollution. Accepting this project will be detrimental to them and the communities along Lathrop Road.

Thank you.



Ector Olivares, Program Manager  
The Environmental Justice Program  
Catholic Charities of the Diocese of Stockton

San Joaquin Office  
Stanislaus Office  
Mother Lode Office

1100 North El Dorado St. Stockton, CA 95202  
1506 H St. Modesto, CA 95354  
88 Bradford St. Sonoma, CA 95376

P: 209-444-6900  
P: 209-529-3784  
P: 209-532-7632

F: 209-444-5955  
F: 209-529-6080  
F: 209-532-8448

C-1

**Response to Comment C – Ector Olivares, Catholic Charities of the Diocese of Stockton**

Response C-1: The commenter states that the MND does not propose any measures to address noise or air quality. However, as provided in the relevant sections of the IS-MND, air quality emissions and noise generated by the Project would not exceed the applicable thresholds. Therefore, per CEQA, no mitigation for these issues were required.

The commenter states that other Projects of similar size, such as Airport Business Centre, includes several air quality mitigation measures. However, those mitigation measures were specific to that project – each project is required to be analyzed separately under CEQA. Since the air quality impacts were below the applicable thresholds for the proposed Project, no mitigation for this topic for the proposed Project is required.

The commenter also states that the project is located in a disadvantaged census tract. However, CEQA does not directly address environmental justice (there is no environmental justice topic under CEQA). Moreover, even when a project is in an disadvantaged census tract, it does not necessarily follow that development cannot occur and/or that mitigation is required for this issue, per CEQA. Moreover, the Project is not required under CEQA to undergo a CalEnvironScreen analysis. No further response to this comment is warranted.

Concerned Citizens for the Airport Way Corridor

Date August 30, 2021

Mark Meissner, Director of Community Development, City of Lathrop

Lathrop Planning Commission

Lathrop Mayor and City Council

Comment Letter for the proposed General Plan Amendment and Mitigated Negative Declaration (MND) for 1520 E. Lathrop Road, Lathrop California (Scannell Properties Industrial Project).

Thank you for the opportunity to address our comments this evening. The proposed project is currently zoned Commercial Service. It is proposed to amend the current General Plan to General Industrial.

Traffic comments: The MND states a total of 191,160 Sq ft for 3 warehouses, including 250 auto parking and 161 truck/trailer parking. As the City report indicates, Lathrop Road is a regional significant arterial connecting I-5 to Hwy 99. Lathrop is a four lane arterial. According to staff report, Lathrop Road between Harlan Road and McKinley Avenue experiences nearly 15,000 vehicle trips per day with approximately 7% being heavy vehicle traffic. At 7% this equates to 1,050 heavy truck trips per day. ***This information was not mentioned in the MND nor was it considered for the commutative affect of this project.***

Access points:

#1 East bound traffic can only enter the property, right turn only into the first drive way with no left turn due to rised cement medium.

#2 West bound traffic to enter and exit left turn to enter and left and right turn to exit on "D" Street. The "D" St. is directly at the base of the railroad over grade.

***In our opinion, this is NOT a wise or well thought out plan.*** Per Manteca Police Department, the posted speed sign is 45 miles per hour. The average speed is 56.5 miles per hour. At that rate of speed, trucks entering and exiting at "D" street will create a serious traffic hazard due to the inability of oncoming vehicle to have clear sight of the stopped truck making a left turn at the base of the over grade crossing over 3 lanes of on coming traffic. The radius of the left and right turns at "D" St. is unclear whether the base of the over grade will be able accommodate the radius turning for STAA Trucks. An alternative solution must be addressed for the problematic traffic design for the project. Please see Transportation

D-1

check list c) substantially increase hazards to a geometric design feature (e.g. sharp curves or dangerous intersections) or in compatible uses (e.g. farm equipment uses, City Staff checked Less than significant. Fehr and Peers traffic consultants did not adequately address the future truck and vehicle traffic counts for the current and future planned developments of Industrial and Residential uses near this project. Including Union Pacific's expansion of 800,000 lifts per year, Center Point proposed build out plan, west side of Airport Way between French Camp Road and south of the 120 bypass and the proposed development of residential and industrial use north of Del Web and Union Ranch to French Camp Road, to name a few. *The dangerous situation of hundreds of children walking along Lathrop Road to attend Lathrop High School was not mentioned or addressed.* The resolution when passed, to ban all trucks on Lathrop Road will greatly improve their safety. Since the resolution has not been approved at this date, you must include their safety as a priority in your decision.

***No mitigation was mentioned for the increase of pollution, noise, vibrations and safety of the residents adjacent to Lathrop Road in both Lathrop and Manteca.*** Lathrop Road is not an approved STAA at this time. For many years we have been told the Manteca Police Traffic Officers were either untrained or understaffed and citations would not be issued on Airport Way or Lathrop Road until a City Wide Truck Traffic Study was completed and City Council approval of the Truck Route Map.

Fehr and Peers traffic consultants are currently contracted for traffic analysis for the Manteca General Plan Update, Lathrop General Plan Update, Manteca Truck Study, San Joaquin Council of Government County Truck Regional Study. With this wealth of information, they can easily provide further information to identify the environmental impacts and migrations for this project.

History of the project property:

1975-2004 Reiter Truck Company owned and operated a truck storage yard and a military surplus equipment sales operation. March 5, 1992 he was cited by Cal-EPA for illegal storing of 14,000 lbs of hazardous material named Impregnite. This powder form of chemical is used to shield, by dusting on military uniforms, against chemical liquid weapons. The chemicals were found stored directly on bare ground. He claimed he had purchased the hazardous material from the DRMO (Defense Realization and Marketing), but neither the DRMO or Mr. Reiter could produce a bill of sell and the DRMO refused to take back the 14,000 lbs. of chemicals. The owner, at his expense had the hazardous material properly disposed on July 7, 1992.

2004 City of Lathrop purchased the 18.5 acres from Mr. Reiter for over 1.6 million dollars for the purpose of utilizing the property as a spray field of recycled water from the Moss dale Sewer Facility. 3 shallow test wells were dug and the water tested. No permit was required for the soil samples because the samples were less than a foot deep. Soil samples were collected of the surface and also the different mounds of unexplained dirt on the property. After the results of the testing, the City abandoned the spray field plan. For 17 years the property sat idle.

Oct 27, 2020 Phase II testing:

A limit scope of testing was conducted on the property. Again shallow soil samples and 3 well water tests were completed. The testing company stated "more money" would buy more than the limited

D-1

scope of testing on this property. They could not conclude that all environmental issues had been detected and the company performing the test could not be held responsible for any undetected hazards. Also, Scannell Properties is not responsible for any further cost associated with undetected hazards. The City of Lathrop tax payers are responsible for any further expenses.

Conclusion:

***Although we can appreciate the urgency for the City of Lathrop to rid themselves of this property, they must act responsibly to protect their neighborhoods in both the City of Lathrop and Manteca.*** They are the legal owners and Lead Agency for CEQA for the proposed project. The stated unmitigated impacts listed below should warrant an Environmental Impact Report. The MND does not legally address the full impacts and mitigation to less than an insignificant level per CEQA regulations and law.

- A) Project deems a necessary amendment to the current Land Use Map from Service Commercial to General Industrial.
- B) Traffic data and analysis is incomplete and faulty.
- C) Limited scope of study was performed for contaminated soil and test wells.

We hope you will agree the urgent need to not approve the MND if ALL the true impacts are NOT mitigated to protect your residents.

Thank you,

Mary Menga  
1910 Pecanwood Ave  
Manteca, California 95336  
(209) 403-8415

D-1

**Response to Comment D – Mary Meninga**

Response D-1: The commenter states that no mitigation was mentioned for the increase in pollution, noise, and vibration impacts. However, as provided in the relevant sections of the IS/MND, air quality emissions, noise, and vibration generated would not exceed applicable thresholds. Therefore, per CEQA, no mitigation for these issues were required.

The commenter also states that the Phase II environmental analysis was ‘limited’. However, the Phase II environmental analysis provided the results that were needed to for the analysis under the Hazards and Hazardous Materials topic. For example, the on-site soil and water were tested for the relevant hazards. The commenter requests that an Environmental Impact Report (EIR) should be prepared. However, there is no CEQA or legal basis for this request. No further response is required.



August 13, 2021

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

Ref: Gas and Electric Transmission and Distribution

Dear Maria,

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

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

Below is additional information for your review:

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

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

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

Sincerely,

Plan Review Team  
Land Management

E-1





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

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

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

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

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ( $90^\circ \pm 15^\circ$ ). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

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

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

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

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





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

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

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



## Attachment 2 – Electric Facilities

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

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "RESTRICTED USE AREA – NO BUILDING."
2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.



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

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

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

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

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 ([http://www.cpuc.ca.gov/gos/GO95/go\\_95\\_startup\\_page.html](http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html)) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

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

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

**Response to Comment E – Pacific Gas & Electric**

Response E-1: The commenter provides the Pacific Gas & Electric information and requirements for gas and electric facilities. No response to this comment is required.



Environmental Health Department

Jasjit Kang, REHS, Director

Muniappa Naidu, REHS, Assistant Director

PROGRAM COORDINATORS

Robert McClellon, REHS

Jeff Carruesco, REHS, RDI

Willy Ng, REHS

Melissa Nissim, REHS

Steven Shah, REHS

August 25, 2021

To: City of Lathrop Community Development Department
Attention: David Niskanen

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

RE: GPA-20-139, REZ-20-140, SPR-20-141, and TPM-20-142 Referral SU0014351
1520 Lathrop Rd., Lathrop

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

- 1. Any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).
2. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).
3. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases) The applicant may contact the Program Coordinator of the CUPA program, Melissa Nissim (209) 468-3168, with any questions.
a. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. - Hazardous Waste Program (Health & Safety Code (HSC) Sections 25404 & 25180 et sec.)
b. Onsite treatment of hazardous waste - Hazardous Waste Treatment Tiered Permitting Program (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)
c. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County - Hazardous Materials Business Plan Program (HSC Sections 25508 & 25500 et sec.)
d. Any amount of hazardous material stored in an Underground Storage Tank - Underground Storage Tank Program (HSC Sections 25286 & 25280 et sec.)
i. If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.

F-1

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

If you have any questions, please call Aldara Salinas, Environmental Health Specialist, at [asalinas@sjgov.org](mailto:asalinas@sjgov.org) or (209) 616-3019.

Steven Shih, REHS  
Program Coordinator

F-1

**Response to Comment F – San Joaquin Environmental Health Department**

Response F-1: The commenter provides the requirements for the San Joaquin Environmental Health Department. These comments are substantially similar to the memorandum dated February 5, 2021 and have been incorporated into the Conditions of Approval. No further response to this comment is required.



**S J C O G , I n c .**

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

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

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

**To:** David Niskanen, City of Lathrop, Community Development Department  
**From:** Laurel Boyd, SJCOG, Inc.  
**Date:** August 12, 2021  
**-Local Jurisdiction Project Title:** Notice of Availability & Intent to Adopt a Mitigated Negative Declaration  
**Assessor Parcel Number(s):** 198-040-14  
**Local Jurisdiction Project Number:** GPA-20-139, REZ-20-140, SPR-20-141, TPM-20-142  
**Total Acres to be converted from Open Space Use:** Unknown  
**Habitat Types to be Disturbed:** Urban Habitat Land  
**Species Impact Findings:** Findings to be determined by SJMSCP biologist.

Dear Mr. Niskanen:

SJCOG, Inc. has reviewed the Notice of Availability and Intent to Adopt a Mitigated Negative Declaration for the Scannell Properties Industrial Project. The proposed project would develop the 18.2 acre vacant project site with three industrial warehouse buildings. The first industrial warehouse building (Building 1) would be located in the norther portion of the project site and have a building footprint of approximately 70,200 square feet on a 6.54-acre site. Building 2 would be located in the southwest portion of the Project site and have a building footprint of approximately 78,400 square feet on a 5.58-acre site. Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,550 square feet on a 3.50-acre site. The total building square footage for all buildings would be 194,160 square feet. The project would include 236 standard automobile parking spaces, 14 accessible automobile parking spaces, and an additional 101 truck/trailer parking spaces, loading areas, and a stormwater retention/infiltration basin. Approximately 10% (approximately 172,004 square feet) would be dedicated to warehouse uses. The project site is located at 1520 Lathrop Road, Lathrop (APN: 198-040-14).

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

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

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

- Schedule a SJMSCP Biologist to perform a pre-construction survey **prior to any ground disturbance**
- SJMSCP Incidental take Minimization Measures and mitigation requirement:
  1. Incidental Take Minimization Measure (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
  2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
  3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must

G-1



- a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period), or
  - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered, or
  - c. Dedicate land in-lieu of fees, either as conservation easement, or fee title, or
  - d. Purchase approved mitigation bank credit.
4. Within 6 months from the effective date of the ITMM, or issuance of a building permit, whichever occurs first, the project applicant must:
- a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
  - b. Dedicate land in-lieu of fees, either as conservation easement, or fee title, or
  - c. Purchase approved mitigation bank credit.
- Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called
- Receive your Certificate of Payment and release the required permit

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

If you have any questions, please call (209) 235-0600.



**S J C O G , I n c .**

*San Joaquin County Multi-Species Habitat Conservation & Open Space Plan*

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

**SJMSCP HOLD**

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

**FROM:** Laurel Boyd, S J C O G , I n c .

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

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

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

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

Project Title: Notice of Availability and Intent to Adopt a Mt. Neg. Dec. for Scannell Properties

Assessor Parcel #s: 198-040-14

T \_\_\_\_\_, R \_\_\_\_\_, Section(s): \_\_\_\_\_

Local Jurisdiction Contact: David Niskanen

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

**Response to Comment G – San Joaquin Council of Governments**

Response G-1: The commenter provides information related to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The IS/MND includes Mitigation Measures BIO-1 and BIO-2 which require the Project applicant to seek coverage under the SJMSCP and to arrange for a qualified biologist to conduct a preconstruction survey for nesting raptors. No further response to this comment is warranted.

August 31, 2021

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

**Project: Initial Study/Mitigated Negative Declaration - Scannell Properties  
Industrial Project**

**District CEQA Reference No: 20210853**

Dear Mr. Niskanen:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) for the project referenced above from the City of Lathrop (City). The project consists of constructing three industrial warehouse buildings located on 18.2 acres (Project). The Project is located at 1520 Lathrop Road, in Lathrop, CA (APN 198-040-14). The District offers the following comments:

**1) Project Scope**

The Project would construct and develop three industrial warehouse buildings with loading docks on 18.2 acres.

- Building 1: would be located in the northern portion of the Project site and have a building footprint of approximately 70,200 square feet on a 6.54-acre site.
- Building 2: would be located in the southwest portion of the Project site and have a building footprint of approximately 78,400 square feet on a 5.58-acre site.

**Samir Sheikh**  
Executive Director/Air Pollution Control Officer

**Northern Region**  
4800 Enterprise Way  
Modesto, CA 95356 8718  
Tel: (209) 557 6400 FAX: (209) 557 8475

**Central Region (Main Office)**  
1990 E. Gettysburg Avenue  
Fresno, CA 93726 0244  
Tel: (559) 230 6000 FAX: (559) 230 6061

**Southern Region**  
34846 Flyover Court  
Bakersfield, CA 93308 8725  
Tel: (661) 392 5500 FAX: (661) 392 5585

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H-1

- Building 3: would be located in the southeast portion of the Project site and have a building footprint of approximately 42,560 square feet on a 3.50-acre site.

The total building square footage for all buildings would be 191,160 square feet. Approximately 10% (approximately 19,116 square feet) of the building square footage would be dedicated to office uses, while the remainder of the building square footage (approximately 172,004 square feet) would be dedicated to warehouse uses.

The Project would include 236 standard automobile parking spaces, 14 "accessible" automobile parking spaces, and an additional 101 truck/trailer parking spaces, loading areas, and a storm water retention/infiltration basin.

The Project would also involve a rezone from Commercial Service, as identified in the Lathrop Zoning Map by the City of Lathrop, to the General Industrial zoning and a General Plan amendment.

## 2) Criteria Pollutant Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, PM2.5 standards.

Per the IS/MND, construction and operation emissions of criteria pollutants would not exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5) Construction Emissions. Please note, operational emissions from the Project may have been underestimated (see comment 3 below).

Although Project construction air emissions are short-term emissions generated from construction activities such as mobile heavy-duty diesel off-road equipment and are determined to result in a less than significant impact on air quality, the District recommends the below measure for the Project.

*Recommended Measure.* To reduce impacts from construction-related diesel exhaust emissions, the project should utilize clean off-road construction equipment, including the latest tier equipment as feasible.

H-1

H-2

### **3) Off-Site Heavy Heavy-Duty Truck Travel**

The IS/MND indicates that specific tenant has not been identified for the Project and as such assessed the operational emissions based on the potential of the Project being operated for an industrial or manufacturing use consistent with the requested General Plan amendment. However, the IS/MND may not have characterized an appropriate trip length distance for off-site heavy heavy-duty (HHD) truck travel. Based on the following factors: 1) the Project consists of a warehouse development for potential industrial or manufacturing use which typically could involve a high volume of HHD truck trip generation for distribution, and 2) HHD trucks generally travel further distances for distribution, it appears inaccurate to incorporate a default delivery trip length assumption of 7.3 miles as reflected in the California Emissions Estimator Model (CalEEMod) analysis in Appendix A (CalEEMod Results).

Therefore, the District recommends the IS/MND be revised to include a discussion characterizing an appropriate trip length distance for HHD truck travel, and reflect the appropriate distance in the air quality analysis for consistency.

### **4) Project Related Operational Emissions - Cleanest Available Trucks**

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. The District recently adopted the 2018 PM2.5 Plan which includes significant new reductions from HHD Trucks, including emissions reductions by 2023 through the implementation of the California Air Resources Board (CARB) Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 0.2 g/bhp-hr NOx standard by 2023. Additionally, to meet the federal air quality standards by the 2020 to 2024 attainment deadlines, the District's Plan relies on a significant and immediate transition of heavy duty truck fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g-NOx/bhp-hr established by the California Air Resources Board.

This warehouse development Project is expected to result in an increased amount of HHD trucks traveling to-and-from from the project location. To reduce impacts from these operational mobile source emissions, the District recommends that the following clean air measures be considered for inclusion in the IS/MND.

- Advise fleets associated with Project operational activities to utilize the cleanest available HHD truck technologies, including zero and near-zero (0.02 g/bhp-hr NOx) technologies as feasible.
- Advise all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) to utilize zero-emissions technologies as feasible.

H-3

H-4

**5) Project Related Operational Emissions - Truck Routing**

Truck routing involves the path/roads heavy-duty trucks take to and from their destination. The air emissions from heavy-duty trucks can impact residential communities and sensitive receptors.

The District recommends the IS/MND evaluate HHD truck routing patterns to help limit emission exposure to residential communities and sensitive receptors. More specifically, this measure would assess current truck routes, in consideration of the number and type of each vehicle, destination/origin of each vehicular trip, time of day/week analysis, vehicle miles traveled and emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

H-5

**6) Project Related Operational Emissions - Reduce Idling of Heavy Heavy-Duty Trucks**

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air quality impacts associated with failure to comply with the state's heavy-duty anti-idling regulation (e.g limiting vehicle idling to specific time limits). The diesel exhaust from excessive idling has the potential to impose significant adverse health and environmental impacts. Therefore, efforts to ensure compliance of the anti-idling regulation, especially near sensitive receptors, is important to limit the amount of idling within the community, which will result in community air quality benefits.

H-6

**7) Vegetative Barriers and Urban Greening**

The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on nearby receptors (e.g. schools, residences, business, etc).

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

H-7

**8) Solar Deployment in the Community**

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use

H-8

customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the Project proponent consider the feasibility of incorporating solar power systems, as an emission reduction strategy for this Project.

H-8  
(continued)

#### **9) Charge Up! Electric Vehicle Charger**

To support further installation of electric vehicle charging equipment and development of such infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of this incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District suggests that the City and Project proponent consider the feasibility of installing electric vehicle chargers for this Project.

H-9

Please visit [www.valleyair.org/grants/chargeup.htm](http://www.valleyair.org/grants/chargeup.htm) for more information.

#### **10) District Rules and Regulation**

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. Here are a couple of example, Regulation II (Permits) deals with permitting emission sources and includes rules such as District permit requirements (Rule 2010), New and Modified Stationary Source Review (Rule 2201), and implementation of Emission Reduction Credit Banking (Rule 2301).

H-10

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: [www.valleyair.org/rules/1ruleslist.htm](http://www.valleyair.org/rules/1ruleslist.htm). To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

#### **10a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources**

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 requires that new and modified stationary sources of emissions mitigate their emissions using best available control technology (BACT).



This Project may include equipment that is subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits, such as internal combustion emergency back-up generators greater than 50 bhp.

Prior to commencing construction on any permit-required equipment or process, a finalized Authority to Construct (ATC) must be issued to the Project proponent by the District. For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

**10b) District Rule 9510 (Indirect Source Review)**

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 25,000 square feet of light industrial space. When subject to the rule, an Air Impact Assessment (AIA) application is required prior to applying for project-level approval from a public agency. In this case, if not already done, please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

An AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.

Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

**10c) District Regulation VIII (Fugitive PM10 Prohibitions)**

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

H-10  
(continued)

The application for both the Construction Notification and Dust Control Plan can be found online at:

<https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:

[http://www.valleyair.org/busind/comply/pm10/compliance\\_pm10.htm](http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm)

#### **10d) District Rule 9410 (Employer Based Trip Reduction)**

The Project may be subject to District Rule 9410 (Employer Based Trip Reduction) if the Project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about how District Rule 9410 can be found online at:

[www.valleyair.org/tripreduction.htm](http://www.valleyair.org/tripreduction.htm).

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at [etrip@valleyair.org](mailto:etrip@valleyair.org)

#### **10e) Other District Rules and Regulations**

The Project may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

H-10  
(continued)

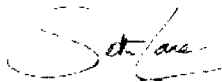
**11) District Comment Letter**

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

If you have any questions or require further information, please contact Patrick Chimienti by e-mail at [Patrick.Chimienti@valleyair.org](mailto:Patrick.Chimienti@valleyair.org) or by phone at (559) 230-6139.

Sincerely,

Brian Clements  
Director of Permit Services



For: Mark Montelongo  
Program Manager

H-11

## **Response to Comment H – San Joaquin Valley Air Pollution Control District**

Comment H-1: The commentor provides an introductory statement and describes the Project scope. The commentor then restates the results of the IS/MND regarding criteria air pollutant emissions (i.e. that none of the Air District thresholds for criteria pollutant emissions would be exceeded). No response to this comment is warranted.

Comment H-2: The Air District provides a recommended measure to reduce impacts for construction-related diesel exhaust emissions – however, this measure is not required. Therefore, no further response to this comment is warranted.

Comment H-3: The commentor then states that the IS/MND may not have characterized an appropriate trip length distance for off-site HHD truck travel. The Air District specifically points to the CalEEMod default delivery trip length assumption of 7.3 miles. However, no specific information is available to estimate the trip length for Project HHD trucks. In cases where no specific information is available, the CalEEMod model guidance directs the modeler to utilize the CalEEMod model's default assumptions. Therefore, no revision to this parameter within the CalEEMod model is appropriate. Moreover, for the sake of a conservative assessment, the model has been rerun internally with a much more conservative assumption for the length of HHD trips (i.e. 50 miles). However, even with this assumption utilized, none of the criteria pollutant or greenhouse gas emissions thresholds (as promulgated by the Air District) are exceeded under this condition, similar to the results reported in the public version of the IS/MND. Therefore, even with an unusually conservative assumption for the length of HHD truck travel, the significance determination for air quality, greenhouse gas emissions, and energy CEQA topics would not be exceeded. Therefore, no revision to the IS/MND based on this comment is warranted.

Comment H-4: The commentor provides additional recommended clean air measure to be considered for inclusion in the IS/MND. However, these additional recommended measures are not required to be implemented, per CEQA. As previously stated, the Project would not exceed any of the applicable air quality, greenhouse gas, or energy thresholds. Therefore, no revision to the IS/MND based on this comment is required.

Comment H-5: The commentor recommends that the IS/MND evaluate HHD truck routing patterns to help limit emission exposure to residential communities and sensitive receptors. Specifically, the commentor identifies that it would be helpful for existing truck routes to be evaluated. However, an analysis of existing truck routes to help limit emissions exposure is not required as part of a CEQA analysis. Therefore, no revision to the IS/MND based on this comment is required.

Comment H-6: The commentor identifies that reducing idling of HHD trucks is a goal of the Air District. This comment is noted. No revision to the IS/MND based on this comment is required.

Comment H-7: The commentor suggests that the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on

nearby receptors. However, as previously stated, the Project would not exceed any of the applicable air quality, greenhouse gas, or energy thresholds. Therefore, no revision to the IS/MND based on this comment is required.

Comment H-8: The commentor states that renewable energy resources and zero-carbon resources are anticipated to supply 100% of retail sales of electricity in California by 2045. The commentor suggests the Project proponent consider the feasibility of incorporating solar power systems as an emissions strategy for the project. This recommendation is not required, per CEQA. Therefore, no revision to the IS/MND based on this comment is warranted.

Comment H-9: The commentor states that further installation of electric vehicle charging equipment and development of such infrastructure is incentivized by the Air District. The commentor suggests that the City and Project proponent consider the feasibility of installing electric vehicle chargers for the Project. This recommendation is not required, per CEQA. Therefore, no revision to the IS/MND based on this comment is warranted.

Comment H-10: The commentor provides a list of potentially relevant Air District rules and regulations. No response to this comment is warranted.

Comment H-11: The commentor provides a closing statement. No further response to this comment is warranted.

**CITY OF LATHROP  
PLANNING COMMISSION RESOLUTION NO. 21-24**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LATHROP  
RECOMMENDING CITY COUNCIL APPROVAL OF THE INITIAL  
STUDY/MITIGATED NEGATIVE DECLARATION FOR THE SCANNELL  
PROPERTIES INDUSTRIAL PROJECT (GPA-20-139, REZ-20-140, SPR-20-141,  
AND TPM-20-142)**

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

**WHEREAS**, the subject parcel currently has a Service Commercial (SC) General Plan designation, is located within the Commercial Service (CS) Zoning District; and

**WHEREAS**, the request is for a General Plan Land Use Map Amendment to General Industrial (GI) and Zoning Map Amendment to General Industrial (IG);

**WHEREAS**, the request is for a Site Plan Review to construct three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin; and

**WHEREAS**, the request is for a Vesting Tentative Parcel Map to subdivide the existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3), and Parcel 4 is 2.52-acres; and

**WHEREAS** the property is located at 1520 Lathrop Road (APN: 198-040-14); and

**WHEREAS**, in accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study and Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project; and

**WHEREAS**, the Planning Commission has independently reviewed the information contained in the Initial Study/Negative Declaration for the project and any comments received during the public review period; and

**WHEREAS**, the Planning Commission has utilized its own independent judgment in adopting the Initial Study/Mitigated Negative Declaration; and

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Lathrop based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, hereby recommends the City Council to adopt the Initial Study and Mitigated Negative Declaration attached and incorporated by reference herein (Attachment 10 of the September 15, 2021 Staff Report), as the appropriate environmental document for the Scannell Properties Industrial Project pursuant to CEQA.

**PASSED AND ADOPTED** by the Planning Commission of the City of Lathrop at a Regular meeting on the 15<sup>th</sup> day of September 2021 by the following vote:

AYES: Dresser, Ishihara, Gatto, Ralmilay

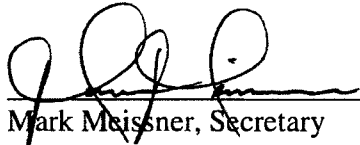
NOES: None

ABSTAIN: None


ABSENT: Rhodes

  
\_\_\_\_\_  
Steve Dresser, Chair

ATTEST:

  
\_\_\_\_\_  
Mark Meissner, Secretary

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Salvador Navarrete, City Attorney



**CITY OF LATHROP  
PLANNING COMMISSION RESOLUTION NO. 21-25**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LATHROP  
RECOMMENDING CITY COUNCIL APPROVAL OF THE PROPOSED GENERAL  
PLAN LAND USE MAP AMENDMENT AND ZONING MAP AMENDMENT FOR THE  
SCANNELL PROPERTIES INDUSTRIAL WAREHOUSE (GPA-20-139 & REZ-20-140)**

**WHEREAS**, the City of Lathrop Planning Commission held a duly noticed public hearing to consider the General Plan Land Use Map Amendment and Zoning Map Amendment request pursuant to the Lathrop Municipal Code; and

**WHEREAS**, the subject parcel currently has a Service Commercial (SC) General Plan designation, is located within the Commercial Service (CS) Zoning District; and

**WHEREAS**, the request is for a General Plan Land Use Map Amendment to General Industrial (GI) and Zoning Map Amendment to General Industrial (IG);

**WHEREAS**, the request is for a Site Plan Review to construct three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin; and

**WHEREAS**, the request is for a Vesting Tentative Parcel Map to subdivide the existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3), and Parcel 4 is 2.52-acres; and

**WHEREAS** the property is located at 1520 Lathrop Road (APN: 198-040-14); and

**WHEREAS**, in accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study and Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project; and

**WHEREAS**, the Planning Commission has independently reviewed the information contained in the Initial Study/Negative Declaration for the project and any comments received during the public review period; and

**WHEREAS**, the Planning Commission has utilized its own independent judgment in adopting the Initial Study/Negative Declaration; and

**WHEREAS**, on the basis of the whole record before the Planning Commission, which is documented in the project files of the City of Lathrop Community Development Department, there is no substantial evidence that the project will have a significant effect on the environment; and

**WHEREAS**, State Planning Law and the Lathrop Municipal Code require the Planning Commission to provide a recommendation for a General Plan Land Use Map Amendment and Zoning Map Amendment to the City Council by resolution; and

**WHEREAS**, the proposed General Plan Land Use Map Amendment will implement the following policies contained in the General Plan in support of industrial land use designations:

- a) *“Areas designated for industrial use are intended to take advantage of rail and freeway access”*. Although the project does not have rail access, it is located in proximity to Interstate 5 and Highway 120 via McKinley Avenue, Louise Avenue and Yosemite Avenue; and
- b) *“Areas designated for industrial use are to assure that there will be sufficient long-term availability of industrial land to expand the City’s economic base”*. The City has experience a significant increase in demand for manufacturing and distribution due to its location and proximity to interstates, rail, airports and a deep water port; and
- c) *“Industrial proposals should be located where possible within an industrial park designed for the accommodation of a community of industries that are compatible in terms of operational characteristics, aesthetics qualities, utility service requirements and street circulation”*. The proposed General Plan land use change to industrial will be compatible and complement the existing adjacent industrial uses. The project has been conditioned to incorporate enhanced architecture elements along Lathrop Road, along with extensive landscaping, truck loading/unloading south of the buildings and away from view from Lathrop Road.
- d) *“Industries are to be developed and operated in such manner as to avoid damage, destruction or degradation of the environment”*. Development of the project has been properly conditioned to minimize impact on the environment. Prior to building permit issuance, the project is required to obtain approvals from various county and state agencies such as: San Joaquin Valley Air Pollution District to mitigate air related impacts, San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to mitigate impacts on biological resources, State Water Resources Control Board to prevent storm water pollution related to construction activities.

**WHEREAS**, the proposed amendment will be consistent with applicable provisions of the General Plan. The proposed General Plan Land Use Map Amendment to General Industrial and Zoning Map Amendment to General Industrial would provide consistency between the General Plan & Zoning and would further General Plan goals & policies; and

**WHEREAS**, the Planning Commission finds that the proposed project is consistent with the land use goals and policies the City of Lathrop General Plan, and complies with all applicable provisions and standards of the Zoning Ordinance; and

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

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

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

Section 1. This Resolution incorporates, and by this reference makes a part hereof, that certain GPA, as shown in Attachment 8 of the Planning Commission Staff Report, relative to the proposed development of the Scannell Properties Industrial Project on certain real property consisting of approximately 18.2-acres located at 1520 Lathrop Road (APN: 198-040-14).

Section 2. General Plan Amendment Findings. The Planning Commission finds and determines as follows:

1. The proposed GPA would amend the General Plan Land Use Map adopted December 17, 1991, as amended through 2021, to reflect the proposed Scannell Properties Industrial Project land use.
2. The proposed GPA will implement the following Policies contained in the General Plan in support of the proposed land use designation:
  - a) *“Areas designated for industrial use are intended to take advantage of rail and freeway access”*. Although the project does not have rail access, it is located in proximity to Interstate 5 and Highway 120 via McKinley Avenue, Louise Avenue and Yosemite Avenue; and
  - b) *“Areas designated for industrial use are to assure that there will be sufficient long-term availability of industrial land to expand the City’s economic base”*. The City has experience a significant increase in demand for manufacturing and distribution due to its location and proximity to interstates, rail, airports and a deep water port; and
  - c) *“Industrial proposals should be located where possible within an industrial park designed for the accommodation of a community of industries that are compatible in terms of operational characteristics, aesthetics qualities, utility service requirements and street circulation”*. The proposed General Plan land use change to industrial will be compatible and complement the existing adjacent industrial uses. The project has been conditioned to incorporate enhanced architecture elements along Lathrop Road, along with extensive landscaping, truck loading/unloading south of the buildings and away from view from Lathrop Road.
  - d) *“Industries are to be developed and operated in such manner as to avoid damage, destruction or degradation of the environment”*. Development of the project has been properly conditioned to minimize impact on the environment.

Prior to building permit issuance, the project is required to obtain approvals from various county and state agencies such as: San Joaquin Valley Air Pollution District to mitigate air related impacts, San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to mitigate impacts on biological resources, State Water Resources Control Board to prevent storm water pollution related to construction activities.

3. Based on the findings set for in this Resolution, the CEQA Resolution, and evidence in the Staff Report, the Planning Commission hereby recommends to the City Council that the GPA be approved.

Section 3. This Resolution incorporates, and by this reference makes a part hereof, that certain Zoning Map Amendment, as shown in Attachment 8 of the Planning Commission Staff Report, relative to the proposed development of the Scannell Properties Industrial Project on certain real property consisting of approximately 18.2-acres located at 1520 Lathrop Road (APN: 198-040-14).

Section 4. Zoning Map Amendment Findings. Pursuant to Chapter 17.124 of the City of Lathrop Municipal Code, the Planning Commission finds and determines as follows:

1. The proposed Zoning Map Amendment is consistent with the objectives, policies, principles, standards, and general land use as specified in the City's General Plan, as amended by the proposed project.
2. The proposed Zoning Map Amendment is consistent with the purposes and objectives of the City of Lathrop zoning ordinance because: (1) the proposed Zoning Map Amendment provide for appropriate industrial development and is consistent with surrounding land uses, including but not limited to Sharpe Army Depot to the north, Con Fab to the east, existing industrial uses to the south, and California Natural Products and UPS Freight to the west; (2) the proposed project promotes safe, effective internal circulation system, adequate off-street parking and truck loading facilities, and landscaping; and (3) the proposed project ensures that new urban expansion is logical, desirable and in conformance with the objectives and policies of the General Plan.
3. Based on the findings set for in this Resolution, the CEQA Resolution, and evidence in the Staff Report, the Planning Commission hereby recommends to the City Council that the Rezone be approved.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Lathrop based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, does hereby recommend the City Council approve the General Plan Land Use Map Amendment and adopt an Ordinance for a Zoning Map Amendment request for the Scannell Properties Industrial Project.

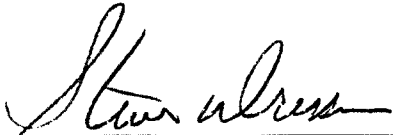
**PASSED AND ADOPTED** by the Planning Commission of the City of Lathrop at a Special Meeting on the 15<sup>th</sup> day of September 2021 by the following vote:

AYES: Dresser, Ishihara, Gatto, Ralmilay


NOES: None

ABSTAIN: None


ABSENT: Rhodes

  
\_\_\_\_\_  
Steve Dresser, Chair

ATTEST:

  
\_\_\_\_\_  
Mark Meissner, Secretary

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Salvador Navarrete, City Attorney

**CITY OF LATHROP  
PLANNING COMMISSION RESOLUTION NO. 21-26**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LATHROP  
RECOMMENDING CITY COUNCIL TO APPROVED A SITE PLAN REVIEW FOR  
THE PROPOSED SCANNELL PROPERTIES INDUSTRIAL PROJECT (SPR-20-141)**

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

**WHEREAS**, the subject parcel currently has a Service Commercial (SC) General Plan designation, is located within the Commercial Service (CS) Zoning District; and

**WHEREAS**, the request is for a General Plan Land Use Map Amendment to General Industrial (GI) and Zoning Map Amendment to General Industrial (IG);

**WHEREAS**, the request is for a Site Plan Review to construct three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin; and

**WHEREAS**, the request is for a Vesting Tentative Parcel Map to subdivide the existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3), and Parcel 4 is 2.52-acres; and

**WHEREAS** the property is located at 1520 Lathrop Road (APN: 198-040-14); and

**WHEREAS**, in accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study and Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project; and

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

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

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

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

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

1. Site Plan Review Findings. Pursuant to Section 17.100.050 of the Lathrop Municipal Code (LMC), the Planning Commission finds as follows:
  - a. The proposed Site Plan Review complies with all applicable provisions of Chapter 17.100;
  - b. The proposed Site Plan Review is consistent with the site improvements listed in Chapter 17.100 (a. through i.) and improvements are such that traffic congestion is avoided and pedestrian and vehicular safety and welfare are protected and there will not be adverse effects on surrounding properties;
  - c. Proposed lighting for the project area is so arranged as to deflect away from adjoining properties; and
  - d. The proposed Site Plan Review is compatible with surrounding land uses and will not be detrimental to the health, safety and general welfare of the City.
2. The Planning Commission finds that the proposed project is consistent with the General Industrial land use goals and policies the City of Lathrop General Plan, and will comply with the requirements of the Zoning Ordinance and design standards of the Lathrop Municipal Code upon development, as conditioned.
3. The Planning Commission finds that the requirements and conditions of this resolution are reasonable in preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general, and the persons who work in or visit the development in particular.
4. The Planning Commission finds that although the proposed project could have a significant effect on the environment, required mitigation measures will be implemented to reduce these effects to a less than significant level. Mitigation measures are incorporated and included as part of the Conditions of Approval for the project.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Lathrop based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, does hereby recommend the City Council to Approve Site Plan Review No. SPR-20-141, subject to the amended Conditions of Approval listed as Attachment #5 of the September 15, 2021 Staff Report, incorporated by reference herein.

**PASSED AND ADOPTED** by the Planning Commission of the City of Lathrop at a Regular meeting on the 15<sup>th</sup> day of September 2021 by the following vote:

AYES: Dresser, Ishihara, Gatto, Ralmilay

NOES: None


ABSTAIN: None

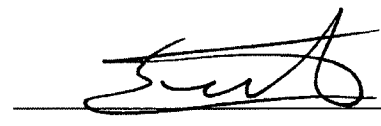
ABSENT: Rhodes

  
\_\_\_\_\_  
Steve Dresser, Chair

ATTEST:

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Mark Meissner, Secretary

  
\_\_\_\_\_  
Salvador Navarrete, City Attorney



**CITY OF LATHROP  
PLANNING COMMISSION RESOLUTION NO. 21-27**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LATHROP  
RECOMMENDING CITY COUNCIL TO APPROVE THE VESTING TENTATIVE  
PARCEL MAP FOR THE SCANNELL PROPERTIES INDUSTRIAL PROJECT (TPM-  
20-142)**

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

**WHEREAS**, the subject parcel currently has a Service Commercial (SC) General Plan designation, is located within the Commercial Service (CS) Zoning District; and

**WHEREAS**, the request is for a General Plan Land Use Map Amendment to General Industrial (GI) and Zoning Map Amendment to General Industrial (IG);

**WHEREAS**, the request is for a Site Plan Review to construct three (3) new industrial warehouse buildings totaling 191,160 sq. ft. in size. Specifically, Building 1 would be located in the northern portion of the project site and have a building footprint of approximately 70,200 sq. ft. Building 2 would be located in the southwest portion of the site and have a building footprint of approximately 78,400 sq. ft. and Building 3 would be located in the southeast portion of the project site and have a building footprint of approximately 42,560 sq. ft. The proposed buildings include a total of 236 automobile parking spaces, 14 handicap accessible parking spaces and 101 truck trailer parking spaces in addition to the individual building dock doors. The project will include various improvements such as landscaping, lighting, and extension of public utilities. A portion of the site (Parcel 4) is proposed as a stormwater retention basin; and

**WHEREAS**, the request is for a Vesting Tentative Parcel Map to subdivide the existing 18.2-acre parcel into four (4) parcels: Parcel 1 is 6.54-acres (Building 1), Parcel 2 is 5.58-acres (Building 2), Parcel 3 is 3.50-acres (Building 3), and Parcel 4 is 2.52-acres; and

**WHEREAS** the property is located at 1520 Lathrop Road (APN: 198-040-14); and

**WHEREAS**, in accordance with Public Resource Code Section 21000 et. seq. and State CEQA Guidelines Section 15000 et. seq., the City of Lathrop prepared and circulated an Initial Study and Mitigated Negative Declaration for a 20-day public review period beginning August 11, 2021 and ending August 31, 2021, that evaluated the potential environmental effects of the proposed project; and

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

**WHEREAS**, the Planning Commission finds that the proposed project is consistent with the General Industrial land use goals and policies the City of Lathrop General Plan, and also consistent with the City's Subdivision Ordinance and the State Subdivision Map Act; and

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

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

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

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

Section 1. Vesting Tentative Parcel Map Findings. The Planning Commission finds and determines as follows:

1. *The proposed map is consistent with the General Plan.* The proposed map implements the land use objectives in the Lathrop General Plan, as amended by the Scannell Properties Industrial Project GPA.
2. *The design or improvements of the proposed subdivision are consistent with the General Plan.* As conditioned, the design of the map and proposed utility and improvements are consistent with the requirements of the General Plan. All required improvements are conditioned to comply with the City's standards and specifications.
3. *The site is physically suitable for the proposed industrial development.* The proposed General Plan Amendment would designate the site as General Industrial land use in the General Plan. The applicant and staff have worked closely to ensure the map and its conditions of approval address public infrastructure, public services and phase for the development of the project.
4. *The site is physically suitable for the proposed density of development.* The Lathrop General Plan identifies the project area to allow for a broad range of use types such as manufacturing, warehouse, distribution and related industrial type uses. Development of the site meets the requirements set forth in the Lathrop Municipal Code Development Standards.
5. *The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially injure fish or wildlife or their habitat.* The development of the Scannell Properties Industrial Project would involve a range of potentially significant environmental effects, including effects on plant, fish and wildlife species or their habitat. These potential effects were explored in detail, and available mitigations were identified in the Initial Study and Mitigated Negative Declaration.

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

6. *The design of the subdivision or type of improvements will not cause serious public health problems.* The development of the Scannell Properties Industrial Project would involve a range of potentially significant effects on public health and safety. These potential effects were explored in detail, and available mitigations were identified in the Initial Study and Mitigated Negative Declaration. It was determined that although the proposed project could have a significant effect on the environment, required mitigation measures will be implemented to reduce these effects to a less than significant level. Mitigation measures are incorporated and included as part of the Conditions of Approval for the project.
7. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.* The design of the subdivision does not conflict with any public easements for access through or use of property within the subdivision. Conditions of approval are included to dedicate land, right of way and to provide easements where necessary for public access, utilities, and infrastructure.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Lathrop based on substantial evidence in the administrative record of proceedings, its findings above and pursuant to its independent review and consideration, does hereby recommend the City Council to Approve Vesting Tentative Parcel Map No. TPM-20-142, subject to the amended Conditions of Approval listed as Attachment #5 of the September 15, 2021 Staff Report, incorporated by reference herein.

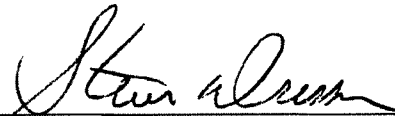
**PASSED AND ADOPTED** by the Planning Commission of the City of Lathrop at a Regular meeting on the 15<sup>h</sup> day of September 2021 by the following vote:

AYES: Dresser, Ishihara, Gatto, Ralmilay

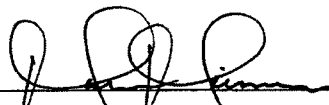
NOES: None

ABSTAIN: None

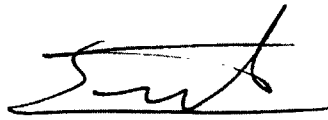
ABSENT: Rhodes

  
\_\_\_\_\_  
Steve Dresser, Chair

ATTEST:

  
\_\_\_\_\_  
Mark Meissner, Secretary

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Salvador Navarrete, City Attorney

**Ricardo Caguiat**

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**Subject:** RE: Information request per Planning Consultants

**From:** marys2go2003@aol.com <marys2go2003@aol.com>  
**Sent:** Wednesday, September 29, 2021 7:42 PM  
**To:** David Niskanen <planningconsultant@ci.lathrop.ca.us>  
**Cc:** Ricardo Caguiat <rcaguiat@ci.lathrop.ca.us>; Mark Meissner <mmeissner@ci.lathrop.ca.us>; Maria Hermosilla <mhermosilla@ci.lathrop.ca.us>  
**Subject:** RE: Information request per Planning Consultants

I would like to thank the Planning Staff for the opportunity to voice my concerns again for the proposed Scannell Properties located at 1510 Lathrop Road during the Zoom meeting last week. During the meeting, I requested an alternative option #2 plan for traffic from the development to enter and exit the project. The Planning Commission approved 4-0 to recommend this project to the City Council using D street for both right and left turns onto Lathrop Road. We publicly spoke of the danger of this decision at the Planning Commission Hearing.

I informed Glen Gebhardt, a far safer option would be to have the traffic from the project gain easement access from the south of the property to the driveway currently in use by the south adjacent property. Using Option #2 would eliminate a traffic light at D street noted in the MND. The representative of Scannell Properties has stated he is only willing to pay a pro-rated cost of the traffic light deemed necessary by the traffic consultants of the MND. Option #2 would allow the project vehicle and truck traffic to safely enter and exit the project onto McKinley Ave without endangering the public at large. Routing the truck traffic onto McKinley would be a benefit to the residents of Manteca Del Webb , 55+ Senior Community and many other residents who are at a higher health risk to additional truck pollution due to the Staffs Option #1 plan and MND.

I am requesting the staff schedule an additional meeting with the Concerned Citizens For The Airport Way Corridor and Catholic Charities Environmental Justice representative Jonathan Pruitt to work out a solution to better protect the citizens from the projects environmental and safety issues.

If a meeting is not arranged, I am formally requesting the items not be included for approval by the City Council until all options have been explored.

Thank you,  
Mary Meninga

Sent from the all new AOL app for Android

On Thu, Sep 23, 2021 at 2:11 PM, David Niskanen <planningconsultant@ci.lathrop.ca.us> wrote:

Mary:

Received - Thank you for the email and comments. We will include this correspondence in the administrative record for the project.

Thanks,

**David Niskanen**

**JB Anderson Planning**, Contract Planner | City of Lathrop

Community Development Department

390 Towne Centre Drive Lathrop, CA 95330

P: (209) 941-7297

**From:** [marys2go2003@aol.com](mailto:marys2go2003@aol.com) [mailto:[marys2go2003@aol.com](mailto:marys2go2003@aol.com)]

**Sent:** Wednesday, September 22, 2021 1:10 PM

**To:** David Niskanen <[planningconsultant@ci.lathrop.ca.us](mailto:planningconsultant@ci.lathrop.ca.us)>

**Subject:** Information request per Planning Consultants

Per your request I am sending you selected pages of the Staff Report. Both at the Planning Commission Hearing, 9/15/21 and Virtual Zoom meeting, 9/21/21, Glen Gebhardt stated Fehr and Peers traffic analysis included future long range traffic calculations ie Lathrop General Plan Update, Manteca General Plan Updaten and Truck Study, SJCOG Regional Truck Study. Please contact me to have further discussions for clarification. In my opinion, this project should not move forward to City Council until the MND is revised to include the vital information not currently available. Without this information, the impacts and migrations that warranted an MND are inadequate.

Thank you,  
Mary Meninga

Sent from the all new AOL app for Android

## 9. General Comments

- a. Applicant shall retain the services of a California licensed civil engineer to design the utility plans for sewer, water storm drain lines and systems.
- b. Applicant shall ensure that all off-site and on-site improvements comply with City Standards.
- c. The parking areas and drive isles on site shall be paved with asphalt concrete.
- d. Hydrology and hydraulic calculations and plans for on-site storm water system shall be submitted to the City for review and approval.
- e. The Applicant shall execute a maintenance agreement for all onsite storm water quality treatment devices, swales and/or ponds.
- f. Applicant shall install as part of their onsite improvement all necessary Best Management Practices (BMP's) for post construction in accordance with City guidelines and standards. The BMP's must be in place prior to final occupancy.
- g. Any driveway access to Lathrop Road shall be right-in right-out only.
- h. Applicant shall pay all appropriate fees including but not limited to Levee Impact Fee, Capital Facilities Fees, and Plan Check and Inspection Fees.
- i. A geotechnical report shall be submitted for the project, which includes groundwater elevations, percolation rates for retention basins, soil compaction requirements, and recommendations for asphalt paving.
- j. Grading and other construction activities that may cause dust shall be watered to control dust at the City Engineer's direction. A water vehicle shall be available for dust control operations at all times during grading operations. The adjacent public street shall be kept free and clean of any project dirt, mud, materials, and debris.

### **LATHROP-MANTECA FIRE DISTRICT (LMFD)**

1. The project must conform to the appropriate edition of the California Fire Code (currently the 2019 edition) and all related standards.
2. Permits shall be obtained from the fire code official. Permit(s) and fees, shall be paid prior to issuance of any and/or all permits. Issued permits shall be kept on the premises designated therein at all times and shall be readily available for inspection by the fire code official. (Permits are to be renewed on an annual basis).
3. Approved automatic sprinkler systems shall be provided as required in 2019 California Fire Code §903.2. Tenant/Occupant/Owner shall have the responsibility to ensure that the correct fire suppression system is added/modified/tested and accepted by the (AHJ) Fire District. Fire suppression system plans shall be modified under separate fire permit and shall be submitted by a licensed contractor, to the (LMFD) Fire District for review and approval prior to modification. Deferred submittal accepted.
4. An approved fire alarm system shall be installed in accordance with 2019 CFC §907.2 and 2019 NFPA 72.
5. Fire Department Development Fees for all new buildings must be paid in accordance with the City of Lathrop's Ordinance and Resolutions adopting the fee schedule.
6. An approved Fire Flow test shall be conducted prior to ground breaking to determine the allowable Fire Fighting capabilities for the site.

This chapter analyzes the impacts of the project under cumulative conditions. The analysis reflects long-term development in the City of Lathrop, Manteca and other nearby jurisdictions using the Cumulative Year TDF model previously described. It is noted that under cumulative conditions, a significant amount of growth is planned in Lathrop (as the TDM assumes full build out of the City). As a result, forecasted AM and PM peak hour volumes are high, particularly near I-5. The City is currently in the process of updating the General Plan, which will include an in depth evaluation of land uses and anticipated growth over the next 20 years. The TDM will be updated with the General Plan effort and may result in different forecasts along study intersections.

It is also noted, the Sharpe Depot project has not come to fruition and land use plans are unknown at this time. Therefore, this analysis does not assume land use growth on the parcel directly north of the project site. When a project is proposed on that parcel, additional analysis, particularly for the Lathrop Road/D Street intersection, should be completed.

The City of Lathrop has completed a Project Study Report (PSR) for the Lathrop Road/I-5 interchange. A partial cloverleaf is proposed. However, the PSR needs to be updated with Caltrans before completing environmental and design documents. Although the project is still in early stages and is not fully funded, interchange improvements are identified in the City's Capital Improvement Plan (PS 06-16) and the City has been collecting funds for interchange improvements through the Capital Facilities Fee Program. Therefore, based on direction from City staff, the following interchange improvements are included in the cumulative year analysis:

- **Lathrop Road/I-5 SB Ramps:**
  - Modify the southbound approach to include two left turn lanes and two right turn lanes
  - Modify the eastbound approach to include three through lanes
  - Modify the westbound approach to include two through lanes, one shared through/right turn lane, and one right turn lane
  
- **Lathrop Road/I-5 NB Ramps:**
  - Modify the northbound approach to include one left turn lane, one shared through/left turn lane, and two right turn lanes
  - Modify the eastbound approach to include two left turn lanes and two through lanes
  - Modify the westbound approach to include one through lane, one shared through/right turn lane, and one right turn lane

The following Synchro inputs were used for the cumulative year analysis at the Lathrop Road/I-5 interchange:

- Coordinated signal timing

- Custom phasing on the I-5 SB off-ramp
- Optimized signal timings and offsets for each cumulative scenario



- Optimized signal timings and offsets for each cumulative scenario


## 4.1 Cumulative No Project Conditions

### Cumulative No Project Intersection Operations

The Cumulative Year TDF model was used to develop cumulative year intersection turning movement forecasts. This scenario assumes a retail type development consistent with the existing Service Commercial General Plan designation and an FAR of 0.30 is constructed on the site. No improvements are assumed at the study intersections under this scenario, except for the modifications to the Lathrop Road/I-5 interchange previously described. All trips to the project site were assigned to the Lathrop Road/D Street intersection as there is no specific project and no proposed driveway locations to consider.

**Figure 6** displays AM and PM peak hour turning movement and lane configurations at the study intersections. **Table 5** displays the AM and PM peak hour intersection operations. Technical calculations are displayed in **Appendix A**.

Intersection	Control Type	Peak Hour	Existing Conditions		Cumulative No Project Conditions	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. I-5 SB Ramps/Lathrop Rd <sup>2</sup>	Signal	AM PM	18 17	B B	47 69	D E
2. I-5 NB Ramps/Lathrop Rd	Signal	AM PM	16 19	B B	55 56	D E
3. Lathrop Road/D St	SSSC	AM PM	1 (15) 1 (17)	A (B) A (C)	31 (>1000) 426 (>1000)	<b>D (F)</b> <b>F (F)</b>
4. SR 99 SB Ramps/Lathrop Rd	Signal	AM PM	15 18	B B	29 28	C C
5. SR 99 NB Ramps/Lathrop Rd	Signal	AM PM	12 12	B B	29 35	C D



Notes:  
 SSSC = Side-Street Stop Control; LOS = Level of Service  
**Bold** indicates unacceptable operations.  
<sup>1</sup> For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, average intersection delay and (worst-case movement) are reported.  
<sup>2</sup> For cumulative no project conditions, intersection level of service and delay is reported using HCM 2000 methodology, as custom phasing cannot be analyzed using HCM 6<sup>th</sup> Edition methodology.  
 Source: Fehr & Peers, 2021

## 4.2 Cumulative Plus Project Conditions

### Cumulative Plus Project Intersection Operations

Trips associated with the retail development were removed from the study intersections and project trips consistent with the trip generation displayed in Table 5 were added. The Cumulative Year TDF model was used to determine cumulative plus project trip distribution which is displayed on **Figure 7**.

**Figure 8** displays the intersection turning movements under cumulative plus project conditions. **Table 6** presents the results of the cumulative plus project intersection operations analysis.

Intersection	Control Type	Peak Hour	Cumulative No Project Conditions		Cumulative Plus Project Conditions	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. I-5 SB Ramps/Lathrop Rd <sup>2</sup>	Signal	AM	47	D	40	D
		PM	69	E	48	D
2. I-5 NB Ramps/Lathrop Rd	Signal	AM	55	D	48	D
		PM	56	E	55	D
3. Lathrop Road/D St	SSSC	AM	31 (>1000)	<b>D (F)</b>	3 (359)	<b>A (F)</b>
		PM	426 (>1000)	<b>F (F)</b>	20 (>1000)	<b>C (F)</b>
4. SR 99 SB Ramps/Lathrop Rd	Signal	AM	29	C	29	C
		PM	28	C	28	C
5. SR 99 NB Ramps/Lathrop Rd	Signal	AM	29	C	29	C
		PM	35	D	30	C
6. Lathrop Road/Project Driveway	SSSC	AM	N/A	N/A	0 (16)	A (C)
		PM			1 (21)	A (C)

Notes:  
 SSSC = Side-Street Stop Control; LOS = Level of Service  
<sup>1</sup> For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, average intersection delay and (worst-case movement) are reported.  
<sup>2</sup> Intersection level of service and delay is reported using HCM 2000 methodology, as custom phasing cannot be analyzed using HCM 6<sup>th</sup> Edition methodology.  
 Source: Fehr & Peers, 2021

As displayed, most intersections would operate acceptably under cumulative plus project conditions and delay at all intersections would decrease or remain the same with the proposed project as the industrial development would generate less trips than a retail type development permitted under the existing Service Commercial land use designation.



However, the Lathrop Road/D Street intersection would continue to operate unacceptably under cumulative plus project conditions. Motorists making a northbound left turn would continue to experience the highest delay at this intersection.

*Signal Warrant Analysis*

Because the Lathrop Road/D Street intersection would operate unacceptably under both cumulative scenarios, we completed an AM and PM peak hour signal warrant analysis, consistent with the methodologies in the 2014 CA MUTCD, to evaluate the need for installation of a traffic signal.

Results of this analysis indicate traffic volumes on the minor street would not satisfy the warrant for installation of a traffic signal in the AM peak hour for either the cumulative no project or cumulative plus project scenarios or PM peak hour for the cumulative plus project scenario. Volumes would satisfy the warrant for installation of a traffic signal in the PM peak hour under the cumulative no project scenario.

However, a signal is recommended at this intersection due to high delay experienced on the minor streets, need for left turning movements into and out of D Street, and heavy trucks associated with the existing concrete facility and proposed project. It is recommended that the signal be installed with the proposed project or the developer pay a fair-share for future installation of the traffic signal. **Table 7** displays the results of intersection operations under cumulative conditions with installation of a traffic signal.

Intersection	Control Type	Peak Hour	Cumulative No Project Conditions		Cumulative No Project with Improvements		Cumulative Plus Project Conditions		Cumulative Plus Project with Improvements	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. Lathrop Road /D St	SSSC / Signal <sup>2</sup>	AM PM	31 (>1000) 426 (>1000)	<b>D (F)</b> <b>F (F)</b>	12 23	B C	3 (359) 20 (>1000)	<b>A (F)</b> <b>C (F)</b>	9 9	A A

Notes:  
 SSSC = Side-Street Stop Control; LOS = Level of Service  
<sup>1</sup> For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, average intersection delay and (worst-case movement) are reported.  
<sup>2</sup> Intersection was analyzed as a signal under the "with improvements" scenarios  
 Source: Fehr & Peers, 2021

As displayed, the intersection would operate acceptably with installation of a traffic signal. However, this intersection should be re-evaluated when land use information for the Sharpe Depot project are known to determine if lane configuration or phasing modifications are necessary.

### **3) Off-Site Heavy Heavy-Duty Truck Travel**

The IS/MND indicates that specific tenant has not been identified for the Project and as such assessed the operational emissions based on the potential of the Project being operated for an industrial or manufacturing use consistent with the requested General Plan amendment. However, the IS/MND may not have characterized an appropriate trip length distance for off-site heavy heavy-duty (HHD) truck travel. Based on the following factors: 1) the Project consists of a warehouse development for potential industrial or manufacturing use which typically could involve a high volume of HHD truck trip generation for distribution, and 2) HHD trucks generally travel further distances for distribution, it appears inaccurate to incorporate a default delivery trip length assumption of 7.3 miles as reflected in the California Emissions Estimator Model (CalEEMod) analysis in Appendix A (CalEEMod Results).

Therefore, the District recommends the IS/MND be revised to include a discussion characterizing an appropriate trip length distance for HHD truck travel, and reflect the appropriate distance in the air quality analysis for consistency.

### **4) Project Related Operational Emissions - Cleanest Available Trucks**

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. The District recently adopted the 2018 PM2.5 Plan which includes significant new reductions from HHD Trucks, including emissions reductions by 2023 through the implementation of the California Air Resources Board (CARB) Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 0.2 g/bhp-hr NOx standard by 2023. Additionally, to meet the federal air quality standards by the 2020 to 2024 attainment deadlines, the District's Plan relies on a significant and immediate transition of heavy duty truck fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g-NOx/bhp-hr established by the California Air Resources Board.

This warehouse development Project is expected to result in an increased amount of HHD trucks traveling to-and-from from the project location. To reduce impacts from these operational mobile source emissions, the District recommends that the following clean air measures be considered for inclusion in the IS/MND.

- Advise fleets associated with Project operational activities to utilize the cleanest available HHD truck technologies, including zero and near-zero (0.02 g/bhp-hr NOx) technologies as feasible.
- Advise all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) to utilize zero-emissions technologies as feasible.

### **5) Project Related Operational Emissions - Truck Routing**

Truck routing involves the path/roads heavy-duty trucks take to and from their destination. The air emissions from heavy-duty trucks can impact residential communities and sensitive receptors.

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The District recommends the IS/MND evaluate HHD truck routing patterns to help limit emission exposure to residential communities and sensitive receptors. More specifically, this measure would assess current truck routes, in consideration of the number and type of each vehicle, destination/origin of each vehicular trip, time of day/week analysis, vehicle miles traveled and emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

**6) Project Related Operational Emissions - Reduce Idling of Heavy Heavy-Duty Trucks**



The goal of this strategy is to limit the potential for localized PM2.5 and toxic air quality impacts associated with failure to comply with the state's heavy-duty anti-idling regulation (e.g limiting vehicle idling to specific time limits). The diesel exhaust from excessive idling has the potential to impose significant adverse health and environmental impacts. Therefore, efforts to ensure compliance of the anti-idling regulation, especially near sensitive receptors, is important to limit the amount of idling within the community, which will result in community air quality benefits.

**7) Vegetative Barriers and Urban Greening**

The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on nearby receptors (e.g. schools, residences, business, etc).

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

**8) Solar Deployment in the Community**

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use

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