

**CITY OF LATHROP
COMMUNITY DEVELOPMENT DEPARTMENT
390 Towne Centre Drive
Lathrop, CA 95330
(209) 941-7260**

NOTICE OF AVAILABILITY AND INTENT TO ADOPT A NEGATIVE DECLARATION

The City of Lathrop (City) (as lead agency) has prepared an Initial Study and Negative Declaration for the project pursuant to the requirements of the California Environmental Quality Act Section 21000 *et seq.* and the State CEQA Guidelines Section 15070 through 15075.

PROJECT TITLE: LBA North General Plan Amendment and Rezone (GPA-18-22 & REZ-18-23)

LOCATION: 16825 Murphy Parkway (APN's: 198-210-14, -19 & -21)

DESCRIPTION: The proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG) for the properties listed above. The primary purpose is to expand the type of uses that will be allowed to occupy the proposed industrial building.

On June 15, 2016, the City approved Development Plan No. DP-16-49 for the LBA North Project to construct a 382,000 square foot building incorporating a 32,000 square feet retail commercial supported by an on-site warehouse. The Development Plan was conditioned to comply with the mitigation measures for the Crossroads Industrial Park Supplemental Environmental Impact Report (SCH No. 1988070516).

COMMENT PERIOD: The Initial Study/Negative Declaration is being circulated for public review and comment for a review period of 20 days starting on April 30, 2018 and closes on May 21, 2018. Please submit comments by 5:00 p.m. on May 21, 2018 to Rick Caguiat, Senior Planner at the address below or e-mail to rcaguiat@ci.lathrop.ca.us

PUBLIC HEARING: The project is tentatively scheduled for the May 30, 2018 Planning Commission Special meeting.

DOCUMENTS: Copies of the Initial Study/Negative Declaration are available for review at the following locations:

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

Or

City of Lathrop website: <http://www.ci.lathrop.ca.us/lathrop/cdd/documents/>



Environmental Initial Study

Project Title: LBA North General Plan Amendment and Rezone (GPA-18-22 & REZ-18-23)

Lead Agency: City of Lathrop
Community Development Department
390 Towne Center Drive
Lathrop, CA 95330

Contact Person: Rick Caguiat, Senior Planner
(209) 941-7296

Project Location: 16825 Murphy Parkway (APN's: 198-210-14, -19 & -21)

Applicant: Net Development Co.
Attn: Kevin A. Coleman
3130 Airway Avenue
Costa Mesa, CA 92626

Property Owners: LBA Realty Fund III-Company XV, LLC
3347 Michelson Drive #200
Irvine, CA 92612

General Plan: Freeway Commercial (FC)

Zoning: Highway Commercial (HC)

Project Description: The proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG) for the properties listed above. The primary purpose is to expand the type of uses that will be allowed to occupy the proposed industrial building.

On June 15, 2016, the City approved Development Plan No. DP-16-49 for the LBA North Project to construct a 382,000 square foot building incorporating a 32,000 square feet retail commercial supported by an on-site warehouse. The Development Plan was conditioned to comply with the mitigation measures for the Crossroads Industrial Park Supplemental Environmental Impact Report (SCH No. 1988070516).

Surrounding Land Uses and Setting: The property is currently vacant and undeveloped, located within a mostly developed commercial and industrial area. Surrounding land uses include: commercial to the north and west, and industrial to the east and south. The project site consists of 3 separate parcels totaling approximately 20-acres in size. The site is relatively flat, with no extraordinary or unusual topographic features.

Other Public Agencies Approval: No other agencies are involved in the approval process.

Environmental Factors Potentially Affected: The environmental factors checked below would be potentially affected by this project.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utility/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Tribal Cultural Resources | | |

DETERMINATION: On the basis of this initial evaluation:

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

Signature 

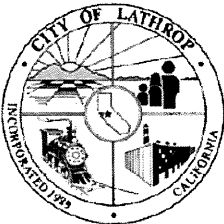
Date April 30, 2018

Printed name: Rick Caguiat, Senior Planner

Phone: (209) 941-7296



**PLANNING DIVISION
Vicinity Map**



**GPA-18-22 & REZ-18-23
General Plan Amendment & Rezone
LBA North
16825 Murphy Parkway
APN: 198-210-14, -19 & -21**



(Not to Scale)

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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EVALUATION OF ENVIRONMENTAL FACTORS:

I. AESTHETICS - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

(a-d) The project area is located in an urban setting which is surrounded by mostly developed commercial and industrial zoned land. Lathrop's General Plan does not identify this area as being a scenic vista. Development of the site and area is planned for and anticipated under the City of Lathrop General Plan and Zoning. Development of the site as an industrial use is compatible with the adjacent properties and surrounding area. The light sources will be consistent with the City's lighting standards to minimize light and glare onto adjoining properties but provide sufficient lighting for health and safety. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as it relates to site lighting as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

II. AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-e) The subject property and general area is planned and designated on the Lathrop General Plan Map for commercial use. The project site is located on land that is not being used for agricultural purposes. The project site is identified on the San Joaquin County Important Farmland Map 2014 as Urban and Built-Up land, which has no value as farmland and will not contribute to the loss of agricultural land. The property is not under a Williamson Act contract. The project does not involve the rezoning of a forest land or conversion of a forest land to non-forest use. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is responsible for implementation of measures to control air regional air pollution based on the foregoing state and federal standards, as reflected in the approved regional Air Quality Plan. These controls preliminary affect stationary sources such as industry and power plans. Rules and regulation have been developed by SJVAPCD to control air pollution from a wide range of air pollution sources. In March 2007, an Indirect Source Review (ISR) rule was adopted that controls air pollution from new land developments.

Additionally, the SJVAPCD has developed a Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) which identifies separate thresholds for use in analyzing projects within the San Joaquin Valley area to evaluate potentially significant impacts. The City of Lathrop utilizes the SJVAPCD Guide to determine impact significance based on the following significant criteria:

1. **Construction Emissions of PM:** Construction projects will be found to have a significant impact if they fail to comply with Regulation VIII as listed in the SJVAPCD; however, the size of the project and the proximity to sensitive receptors may warrant additional measures.
2. **Criteria Air Pollutant Emissions:** A significant criteria pollutant impact will occur if the current SJVAPCD criteria construction or operational pollutant emissions standards are exceeded (SJVAPCD applies standards for permitted equipment and activities separately).
3. **Ambient Air Quality:** Emissions that are predicted to cause or contribute to a violation of an ambient air quality would be considered a significant impact. SJVAPCD recommends that dispersion modeling be conducted for construction or operation when on-site emissions exceed 100 pounds per day after implementation of all mitigation measures.
4. **Local CO Concentrations:** Traffic emissions associated with the proposed project would be considered significant if the project contributes to CO concentrations at receptor locations in excess of the ambient air quality standards.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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5. **Toxic Air Contaminants (TACs) or Hazardous Air Pollutants (HAPs):** Exposure to HAPs or TACs would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual would exceed 20 in 1 million or would result in a Hazard Index greater than 1 for non-cancer health effects.
6. **Odors:** Odor impacts associated with the proposed Project would be considered significant if the Project has the potential to frequently expose members of the public to objectionable odors through development of a new odor source or placement of receptors near an existing odor source.

(a-e) The project would result in some air and dust emissions from construction which would be described as "short term" or temporary in duration. Construction activity would temporarily generate emissions of ROG, Nox, and PM10 from site grading, excavation paving, demolition, motor vehicle exhaust associated with construction equipment, construction and employee commute trips, material transport and other construction operations. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards including a mitigation measure requiring compliance with Regulation VIII of the SJVAPCD as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

IV. BIOLOGICAL RESOURCES: - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-f) Based on a review of the General Plan and field inspection, the site is not adjacent to wetlands, a creek or natural drainage way. No depressions or vernal pools were observed on the site. The subject site does not contain any native resident or migratory fish or wildlife and will not conflict with any other biological policies or ordinances.

The project area is located within the area covered by the San Joaquin Multi-Species Habitat Conversation and Open Space Plan (SJMSCP). This plan, of which the City is a party to, was developed to minimize and mitigate impacts to plant and wildlife habitat resulting from the conversion of open space to non-open space. Pursuant to the Final EIR/EIS for the SJMSCP, dated November 15, 2000, and certified by the San Joaquin Council of Governments (SJCOG) on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources through various mitigation measures.

The project site is listed as a Category "A" Exempt, No Pay Zone, under the SJMSCP map and would not conflict with the provisions of the other habitat conservation plans. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards including a condition of approval to participate in the SJMSCP and conduct a pre-construction survey prior to ground disturbance as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

V. CULTURAL RESOURCES - Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-d) There are no known archaeological, cultural or historical resource on the subject property. No changes to a historical site or archaeological resource are anticipated. There are no unique paleontological or geologic features present on the site. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

VI. GEOLOGY AND SOILS - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in the California Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-e) The project site including the surrounding area is generally underlain by deposits of Egbert silty clay loam (City of Lathrop Background Reports Page SAFE-11 Soils Map) with shallow groundwater. The site is flat and there is no potential for landslides on or adjacent to the site or for erosion of the soil. The potential for faults within the County to generate moderate to large earthquakes causing strong ground shaking is low. Of the known fault lines in San Joaquin County, none are currently classified by the State Geologist as being active (City of Lathrop Background Reports Pg. SAFE-6). The project will not utilize septic tanks as municipal sewer is available. There are no known unique paleontological or geological features on the project site. All buildings are required to comply with the California Building Code. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

VII. GREENHOUSE GAS EMISSIONS Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has developed a Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) which identifies separate thresholds for use in analyzing projects within the San Joaquin Valley area to evaluate potentially significant impacts related to greenhouse gasses. The SJVAPCD *Guidance for Valley Land-Use Agencies in Addressing GHG Emissions Impacts for New Projects Under CEQA*, establishes a requirement that land use development projects demonstrate a 29 percent reduction in GHG emissions from Business-As-Usual (BAU).

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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(a) The project will result in a short term increase in greenhouse gas due to construction related activities a result of material processing, emissions produced by onsite construction equipment and emissions arising from traffic delays due to construction. While construction would slightly increase greenhouse gas emissions temporarily during construction, the operation of the project would combine with various measures to reduce greenhouse gas emissions. The project will be subject to the Title 24 and California Green Building Standards which would reduce energy consumption through building design that increase energy efficiency and promotes water conservation. The project will also be required to comply with the City's Water Conservation strategies to reduce water usage.

(b)The project is not located in a community with an adopted qualified GHG Reduction Strategy, so consistency with such a plan cannot be analyzed at this time. GHG emissions associated with the proposed project were analyzed per the SJVAPCD guidance in addressing GHG emission impacts. SJVAPCD thresholds and methodologies take into account implementation of state-wide regulations and plans, such as the AB 32 Scoping Plan, therefore, there would be no impact in relation to consistency with GHG reduction plans. As discussed in Environmental Topic No. III, the proposed project is required to be consistent with SJVAPCD Rules and Regulations as it relates to Air Quality and Greenhouse Gasses. No further Mitigation measures are required.

The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-c) Subject to compliance with local, state and federal law, the proposed General Plan amendment and Rezone will not involve the handling, storage, or other use of any hazardous materials. All construction work will be required to follow the existing City of Lathrop ordinances related to construction related hazards, material usage and disposal. The construction and operation of the proposed Project will not result in the use of any new or increased quantities of any materials or other substances which are otherwise regulated under the City of Lathrop or county of San Joaquin ordinances. Subject to compliance with applicable federal, state and local laws governing the transport of materials via trucks, the proposed Project will not result in any significant hazard to the public or the environment through upset and/or accident conditions involving the release of hazardous materials into the environment.

(d) The Project site is not located on a known or listed hazardous materials site as regulated by the State of California. The Project site does not include any previously discovered hazardous materials according to the Cal/EPA Cortese List as provided by the CA EPA Department of Toxic Substances pursuant to California Government Code Section 65962.5.

(e-f) The nearest public airport to the project site, Stockton Metropolitan Airport, is approximately five miles to the north. The project site is not located within an Airport Safety Zone and is outside the airport's Area of Influence. There are no private airstrips in the vicinity of the project site. No impacts are anticipated.

(g) The proposed project will not result in any substantial conflicts with emergency response or emergency evacuation plans. There is a potential for traffic disruption from normal construction activity which may have a less than significant effect on local roadways, however, all of the local roadways surrounding the project site (Louise Avenue and Harlan Road) have adequate capacity to handle temporary construction impacts. All construction work shall be in compliance with City Ordinances, which include traffic regulations for temporary construction. No impacts are anticipated

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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(h) Equipment used for construction on site shall be properly licensed and operated in accordance with City ordinances. The Project site is located in an industrial area adjacent to public streets with adequate access for fire protection. The Project site plans have been reviewed by the City and Fire Marshal, who have confirmed the adequacy of all site access, turning radius, and emergency vehicle access requirements. No impacts are anticipated.

The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

IX. HYDROLOGY AND WATER QUALITY – Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or situation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other food hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-j) The proposed project would not create an adverse impact as it relates to hydrology or water quality impacts. The project would not degrade water quality and would not place structures in a 100 year flood zone, or within risk of flooding as result of a dam failure, mudflow or tsunami. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

X. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-c) The proposed project would not create an adverse impact as it relates to land use and planning. The subject property is located within a mostly developed commercial and industrial area. Surrounding land uses include: commercial to the north and west, and industrial to the east and south. Development of the site is planned for and anticipated under the City of Lathrop General Plan and Zoning. Development of the site as an industrial use is compatible with the adjacent properties and surrounding area. The Project is consistent with the goals and principles set forth by the City of Lathrop General Plan, including policies for Sub-Plan Area #1, including taking advantage of freeway access, and providing "long term availability of industrial land to expand the City's economic base." The proposed Project is consistent with the City General Plan goals related to providing industrial uses "within an industrial park designed for the accommodation of a community of industries that area compatible in terms of operational characteristics, aesthetic qualities, utility service requirements and street circulation".

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

XI. MINERAL RESOURCES - Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ☐ ☐ ☐ ☒

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ☐ ☐ ☐ ☒

(a-b) The City's General Plan does not identify the project area or vicinity as containing known mineral resources, nor is the area designated on any plan as a locally-important mineral resource recovery site. Therefore, no impacts to mineral resources would occur. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

XII. NOISE - Would the project result in:

a) Exposure of persons of or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ☐ ☐ ☐ ☒

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? ☐ ☐ ☐ ☒

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ☐ ☐ ☐ ☒

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above level existing without the project? ☐ ☐ ☐ ☒

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project to excessive noise levels? ☐ ☐ ☐ ☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The City of Lathrop has set noise standards in its Noise Ordinance (Lathrop Municipal Code Section 8.20.040). In addition, the Lathrop Municipal Code, Section 8.20.110, prohibits outside construction work within 500 feet of a residential zone between 10:00 pm and 7:00 am weekdays, or between 11:00 pm and 9:00 am Fridays, Saturdays, and legal holidays, unless a permit is obtained from the City.

(a-f) The project will not expose people to excessive ground borne vibration. The nearest residential units are located approximately 300 feet to the north. The proposed Project would generate short-term construction-related noise impacts, as well as long-term (operational) noise associated with increases in traffic, consisting of both passenger vehicles and heavy trucks. The subject property is located within a commercial and industrial area. Development of the site and area is planned for and anticipated under the City of Lathrop General Plan and Zoning. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards and to comply with Noise Standards of Chapter 8.80.110 of the Lathrop Municipal Code as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

XIII. POPULATION AND HOUSING - Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-c) The subject property is currently planned and designated on the City's General Plan for commercial uses. The proposed General Plan Amendment and Rezone will have no impact on population increase or displacement of residential units. The proposed project will not have impact on population or housing and does not conflict with the goal and policies of the Housing Element of the General Plan. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG).

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governments) facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Fire protection services within the City of Lathrop are provided by the Lathrop-Manteca Fire Protection District. Along with fire services, the Fire District provides medical emergency response, river rescue, urban search and rescue, and fire prevention services. The Fire District operates four fire stations: Station #31 on J Street, Station #32 on Union Road, Station #33 on Austin Road, and Station #34 in Mossdale Landing.

Police protection services in the City of Lathrop are provided, by a unit known as Lathrop Police Services, through a contract with the San Joaquin County Sheriff's Department. Lathrop Police Services is staffed by deputy sheriffs who work only within the City and receive training specific to City law enforcement issues. The Police Department is located at 15597 South Seventh Street in Lathrop, northwest of the project site.

The project site is within the service boundaries of the Manteca Unified School District. The School District provides school services for grades kindergarten through 12 within the communities of Manteca, Lathrop, Stockton, and French Camp. It operates 19 elementary schools, four high schools, one continuation school, and two community day schools. The nearest school to the project is Lathrop Elementary School, approximately 1 mile away.

The City of Lathrop Parks and Recreation Department operates three community parks and nine neighborhood parks within the City. The Parks and Recreation Department also operates a senior center, a community center, a skate park, and a dog park temporarily located at Mossdale Community Park. The City currently has 68 developed acres of parkland. The nearest park to the project site is Libby Park, approximately half a mile away.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The project will not require additional service beyond the existing service provided by the Lathrop Manteca Fire District and Lathrop Police Services. Both Fire and Police will provide the same level of protection as presently provided to the rest of the City. The proposed General Plan Amendment and Rezone will have no impact on schools and parks. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ☐ ☐ ☐ ☒

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ☐ ☐ ☐ ☒

(a-b) The proposed General Plan Amendment and Rezone does not include any residential component, or housing of residents, which could contribute substantially to use of or impacts to the City of Lathrop park system. The proposed project is not expected to create a demand for recreational facilities such that new or expanded facilities would be required. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

XVI. TRANSPORTATION/TRAFFIC - Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ☐ ☐ ☐ ☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-f) The proposed General Plan Amendment and Rezone would not create an adverse impact as it relates as it relates to transportation. The project will not conflict with any adopted policies, plans or programs supporting alternative transportation, and will have no effect on air traffic patterns or emergency access. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards including traffic related mitigations as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

XVII. TRIBAL CULTURAL RESOURCES Would the project:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, at its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(ai-ii) Pursuant to AB 52, the scope of the evaluation at the project level should include consultation with Native American representatives identified by the Native American Heritage Commission (NAHC) for areas outside of reservations, and with tribal representatives of federally recognized tribes where projects are located near or within lands associated with federally recognized tribes. The purpose of the consultation is to identify tribal cultural resources and ensure that such resources are taken into consideration in the planning process. On February 16, 2018, the City of Lathrop transmitted letters to the Buena Vista Rancheria of Me-Wuk Indians, and the Northern Valley Yokuts Tribe, both of which are traditionally and culturally affiliated with a geographic area within the City of Lathrop's jurisdiction, pursuant to Government Code Section 65352.3 as part of a General Plan Amendment project (90-day consultation). On April 27, 2018, the City of Lathrop transmitted letters to both tribes pursuant to Public Resources Code Section 21080.3.1 subd. (b) for formal notification purposes and determine if consultation is needed.

The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards including a mitigation to stop all work if human remains are encountered during grading and/or construction within the project area as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

XVIII. UTILITIES AND SERVICE SYSTEMS - Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-g) The proposed project would not create an adverse impact as it relates to utilities and service systems. The project is not anticipated to create utilities and service systems impacts greater than those already planned for and associated with like development found throughout the community. Municipal sewer and water systems are available on Harlan Road. The project will not require the construction of new water, wastewater, or drainage treatment facilities. Solid waste collection and disposal service is available to the project site. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards including provisions for utilities in the Crossroads area as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ☐ ☐ ☐ ☒

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? ☐ ☐ ☐ ☒

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☐ ☐ ☒

(a-c) The project does not have the potential to degrade the quality of the environment, reduce the habitat or the population of fish and wildlife species, eliminate plant or animal community, or eliminate important examples of California history or prehistory. The project will not have any impacts that are individually limited but cumulatively considerable or cause substantial adverse effects on human beings, either directly or indirectly. The original project has been appropriately conditioned to comply with the City's General Plan and Zoning standards as part of Development Plan No. DP-16-49. The current proposal is to amend the General Plan designation from Freeway Commercial (FC) to General Industrial (GI), and Zoning from Highway Commercial (HC) to General Industrial (IG). The primary purpose is to expand the type of uses that will be allowed to occupy the approved industrial building. No impacts are anticipated and no mitigations are required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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4. The Farmland Mapping and Monitoring Program in the California Resources Agency, Department of Conservation, maintain detailed maps of these and other categories of farmland.
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7. Lathrop-Manteca Fire District, Code of Ordinances of Lathrop, Fire Code, current edition.
8. San Joaquin Valley Air Pollution Control District, *Air Basin Significance Thresholds*, current edition.
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11. Section 2081, MOU and Adopted Swainson's Hawk Habitat Management Plan (HMP) by Sycamore Environmental, 1995 (Tracking No. 2081-1995-083-2).
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14. City of Lathrop, *Master Water Plan*, 1992.
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17. City of Lathrop, Water, Wastewater, and Recycled Water Master Plan and EIR, 2001.
18. City of Lathrop, West Lathrop Specific Plan and EIR, February 20, 1996
19. City of Lathrop, Mossdale Landing EIR, January 27, 2003
20. City of Lathrop, River Islands at Lathrop SEIR, January 28, 2003
21. City of Lathrop, West Lathrop Specific Plan Amended, January 28, 2003 City of Lathrop
22. Central Lathrop Specific Plan, October 19, 2004