



**PLANNING COMMISSION  
STAFF REPORT**

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**DATE:** May 19, 2021

**APPLICATION NO:** Sandoval Truck Trailer Parking – Louise Avenue Site Plan Review No. SPR-20-73

**LOCATION:** 2001 E. Louise Avenue  
Lathrop, CA 95330  
APN: 198-100-19

**REQUEST:** Planning Commission to Consider:

1. Adopt a Resolution Adopting the Initial Study and Mitigated Negative Declaration for the Sandoval Truck Trailer Parking – Louise Project.
2. Adopt a Resolution Approving the Site Plan Review for the Sandoval Truck Trailer Parking – Louise Project to Develop a 147 Commercial Truck Trailer Parking Facility on a 6.78-Acre Parcel, Including Associated Site Improvements Such as Landscaping, Lighting, and Frontage Improvements.

**APPLICANT:** Rafael Sandoval  
16351 S. McKinley Avenue  
Lathrop, CA 95330

**GENERAL PLAN:** SC, Service Commercial

**ZONING:** CS, Service Commercial

**CEQA STATUS:** An Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for the Sandoval Truck Trailer Parking – Louise Project to disclose potential significant environmental effects of the proposed project and identifies 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).

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## ITEM 9.1

### **SUMMARY:**

The applicant, Mr. Rafael Sandoval, is requesting a Site Plan Review (SPR) for the development of a 147 commercial truck trailer parking facility on a 6.78-acre site. The improvements to site primarily consist of pavement, landscaping, lighting, and an on-site retention basin. Associated site improvements include curb, gutter, and sidewalk along E. Louise Avenue, fencing, landscaping, paving, and lighting. No sewer connection is required at this time as the project does not propose any buildings.

Staff recommends that the Planning Commission review and consider all information provided and submitted and, if determined appropriate, consider adoption of Resolution No. 21-7 approving the Initial Study and Mitigated Negative Declaration and Resolution No. 21-8 approving Site Plan Review No. 20-73 for the Sandoval Truck Trailer Parking – Louise Avenue Project.

### **BACKGROUND AND SITE DESCRIPTION:**

The project site is surrounded by various residential, service commercial and industrial uses. The project is bounded by Cheema Freightlines to the north, Pratt Industries Warehouse and Distribution Center and an existing single-family residential use to the east, TEC Equipment to the south, and Service Commercial uses to the west.

The site is currently vacant and undeveloped. Historically, the site was used as an outdoor storage yard for commercial vehicle trailers and more recently, modular temporary trailers. In this regard, the Planning Commission approved Site Plan Review NO. SPR-15-91 on December 9, 2015 for the construction of an outdoor storage yard for storing modular temporary office trailers. Currently, and as illustrated in the Vicinity Map (Attachment 4), the site is vacant and no longer used as outdoor storage. The property has a General Plan land use designation of SC, Service Commercial and is within the CS, Service Commercial Zoning District.

### **ANALYSIS:**

#### Site Plan

The project site is approximately 6.78-acres in size. As illustrated on the Site Plan (Attachment 5), the project will include the development of 147 commercial truck trailer parking spaces, an on-site retention basin, and landscaping. The parking spaces are twelve (12) feet in width and fifty-three (53) feet in depth and are proposed as storage spaces for commercial truck trailers. No passenger vehicles parking spaces are proposed as part of the project since the project will function as storage of commercial vehicle trailers and not a terminal or commercial truck parking site. Access to the project is from E. Louise Avenue.

The applicant proposes to replace the existing four (4) foot high chain-link fence that is along the perimeter of the property with a six (6) foot high chain-link fence with privacy vinyl slats to screen the storage of commercial truck trailers from adjacent properties and the public right-of-way. Additionally, an eight (8) foot tall masonry wall will be installed along the south eastern portion of the project site, adjacent to an existing single-family residence east of the project site.

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A chain-link fence gate will be installed and is setback from the right-of-way of E. Louise Avenue by seventy-two (72) feet. The gate will be open access and utilized throughout the year.

The project does not include the construction of a trash enclosure, as no buildings are proposed as part of the project and the use is not expected to produce enough solid waste to require an on-site dumpster. However, if the project is modified to include the construction of buildings or a use that would generate solid waste, a trash enclosure is required, as stated in Condition of Approval #5a (Public Works).

The project will be required to install frontage improvements and dedication of right-of-way along E. Louise Avenue along the frontage of the project site. Improvements along the frontage will include curb, gutter, sidewalk, landscaping, and street lighting.

### Utilities

The project proposes to connect to the City's water system through existing connections on E. Louise Avenue for irrigation of landscaped areas. As stated above, no sewer connection is proposed at this time because no buildings are to be constructed. The proposed project includes the construction of a stormwater retention basin to manage stormwater runoff as a result of the development of the project. The proposed stormwater retention basin will be located along the north-eastern portion of the project site and will be fenced for safety purposes as required by City standards.

Similar to the requirements applied to the trash enclosure, if a building is proposed or constructed on the project site, connection to City services for domestic water and sanitary sewer will be required. The property owner will also be required to pay associated connection and impact fees for domestic water and sanitary sewer at that time.

### Circulation and Traffic

As stated above, access to the project site is from E. Louise Avenue and will include one (1) driveway for ingress and egress movements. The driveway will include a gate that is setback from the right-of-way of E. Louise Avenue by seventy-two (72) feet to allow sufficient length for truck queuing in the event the gate is closed. According to the Project Description (Attachment 5), the property will be leased to a company that will use the lot as an overflow yard to store empty commercial truck trailers. The first two (2) weeks of the lease, a commercial truck will drop off empty trailers for storage and the final two (2) weeks of the lease, will be hauling the trailers off the lot. Commercial trailers will be stored on the project site for months at a time. During the holiday seasons, there will be less trailers stored at the project site due to increase usage. Therefore, minimal activity on a daily basis is anticipated. It is important to note that the Site Plan Review entitlement does not prohibit the applicant to utilize the site more frequently.

As noted above, the project includes the storage of commercial truck trailers and does not include parking of commercial trucks or any other outdoor storage, such as storage of buildings materials, automobiles, etc. The project includes Condition of Approval #3 (Planning), which states that "with the exception of storage of commercial truck trailers, outdoor storage is prohibited, unless otherwise reviewed and approved by the Planning Division."

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As illustrated on the Site Plan (Attachment 5), commercial trucks accessing the site will be able to maneuver the internal drive aisles and parking spaces safely. Planning staff routed the project plans to Lathrop Manteca Fire District (LMFD) for review and the proposed layout was found to be adequate for emergency vehicle access. To ensure continued access for emergency vehicles, the project is conditioned to provide and maintain access roads to meet the requirements established by the San Joaquin County Fire Chief's Association (Condition of Approval #5 (LMFD)).

### Landscaping and Lighting

According to the Landscape Plan (Attachment 5), landscaping will occupy approximately 1.19-acres (51,836 sq. ft.) of the total area. The minimum area to be landscaped, per Section 17.92.030(A) of the LMC is 15% of the net site area. The project includes a min. of 10' landscape strip along the perimeter of the site, of which includes a variety of trees, shrubs and ground cover. Seventy-two (72) feet of landscape area will also be provided along the frontage of E. Louise Avenue and will include a variety of trees, shrubs and ground cover. The on-site retention basin will also be bordered by landscaping, and the basin itself will contain low growing native grasses to reduce erosion and help filter the stormwater.

Light poles will be installed around the commercial truck trailer parking spaces, drive aisles and the driveway along McKinley Avenue. According to the Photometric Plan (Attachment 5), lighting level is spread throughout the project site, including parking areas, drive aisles and the driveway along McKinley Avenue. The project is conditioned to prevent lighting from spilling onto adjacent properties, including the residential property to the east.

### Findings

Pursuant to Chapter 17.100, in taking action on a proposed Site Plan, the Planning Commission shall make certain findings contained in Section 17.100.050 of the Lathrop Municipal Code (LMC). The findings are re-stated below and include:

1. That the site plan complies with all applicable provisions of this chapter;
2. That the site improvements listed (a. through i.) are so arranged that traffic congestion is avoided and that pedestrian and vehicular safety and welfare are protected, and there will not be adverse effect on surrounding property;
3. Proposed lighting is so arranged as to deflect the light away from adjoining properties;
4. The adequate provision is made to reduce adverse or potentially adverse environmental impacts to acceptable levels.

Staff has reviewed each of the findings presented above. As discussed in the Analysis Section above, staff finds that the proposed project has been designed or is otherwise conditioned so that the use is compatible with surrounding land uses and will not be detrimental to the health, safety or general welfare of the City.

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### General Plan and Zoning Consistency

As currently designed and conditioned, the project is a reasonable request that is consistent with the goals and policies of the General Plan and will comply with the requirements of the Zoning Ordinance upon development.

### Conditions of Approval

Planning staff routed the project plans on July 2, 2020 (1<sup>st</sup> Referral) and September 2, 2020 (2<sup>nd</sup> Referral) to the Building Division, Public Works, Lathrop-Manteca Fire District, and Lathrop Police Services and various non-City agencies to ensure compliance with applicable codes and requirements.

The City received one (1) comment from non-City agencies: San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD submitted a letter on September 24, 2020 stating the Air District's Rules and Regulations. As a result, staff developed a consolidated list of conditions (Attachment 3) and finds that the proposed project has been properly conditioned to meet the City's standards and requirements.

### Public Notice

The Planning Commission agenda was posted on the City's website, at the Council Chambers bulletin board, and three (3) other locations accessible to the public on May 14, 2021. As of writing this report, no comments were received in favor or against the proposed project.

### **CEQA REVIEW:**

In accordance with Public Resources 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 March 30, 2021 and ending on April 19, 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 the 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 three (3) comments during the 20-day public review period from San Joaquin County Multi-Species Habitat & Open Space Plan (SJMSCP), San Joaquin Valley Air Pollution Control District (SJVAPCD), and Pacific Gas & Electric (PG&E). City staff has prepared the following responses to these comments:

- SJMSCP – The comment received from SJMSCP regarding the Habitat Plan include the SJMSCP requirements and that the project is subject to the SJMSCP. The comments have been incorporated into the IS/MND and Conditions of Approval (Planning #1). No further response to the SJMSCP is needed.

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- SJVAPCD – the SJVAPCD letter addresses the Air District’s Rules and Regulations. The comment letter states that the project annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed the Districts significance thresholds. However, the project is subject to the District’s Rules and Regulations, such as District Rules 2010 and 2201 (Air Quality Permitting for Stationary Sources), District Rule 9510 (Indirect Source Review), District Regulation VIII (Fugitive PM10 Prohibitions), and other District rules. The comments have been incorporated into the IS/MND and Conditions of Approval (Planning #2). No further response to SJVAPCD is needed.
- PG&E – The PGE letter states that the proposed improvements do not appear to directly interfere with existing PG&E facilities or impact PG&E’s easement rights. No response is required for this comment.

### **RECOMMENDATION:**

Staff recommends the Planning Commission Adopt the following Resolutions:

1. Resolution No. 21-7 adopting the Initial Study and Mitigated Negative Declaration for the Sandoval Truck Trailer Parking – Louise Project.
2. Resolution No. 21-8 approving the Site Plan Review for the Sandoval Truck Trailer Parking – Louise Project to develop a 147 commercial truck trailer parking facility on a 6.78-acre parcel, including associated site improvements such as landscaping, lighting, and frontage improvements, subject to the attached Conditions of Approval.

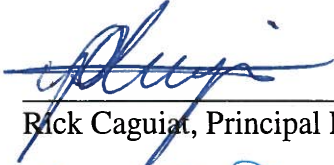
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**Approvals:**



David Niskanen, Contract Planner

5/6/2021  
Date




Rick Caguiat, Principal Planner

5/6/2021  
Date



Mark Meissner, Community Development Director

5/6/2021  
Date



Salvador Navarrete, City Attorney

5.6.2021  
Date

**Attachments:**

1. PC Resolution No. 21-7 for IS/MND
2. PC Resolution No. 21-8 for Site Plan Review No. SPR-20-73
3. Conditions of Approval for Sandoval Truck Trailer Parking - Louise
4. Vicinity Map
5. Project Description & Project Plans
6. Initial Study and Mitigated Negative Declaration
7. SJMSCP comment letter, dated March 30, 2021
8. SJVAPCD comment letter, dated April 20, 2021
9. PG&E comment letter, dated April 16, 2021

**CITY OF LATHROP  
PLANNING COMMISSION RESOLUTION NO. 21-7**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LATHROP  
ADOPTING THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR  
THE SANDOVAL TRUCK TRAILER PARKING – LOUISE AVENUE PROJECT  
(SPR-20-73)**

**WHEREAS**, the City of Lathrop Planning Commission held a duly noticed public meeting to consider the Sandoval Truck Trailer Parking – Louise Avenue Project pursuant to the Lathrop Municipal Code; and

**WHEREAS**, the subject parcels currently have a Service Commercial (CS) General Plan designation, and are located within the Service Commercial (SC) Zoning District; and

**WHEREAS**, the request is for a Site Plan Review to develop a 147 commercial truck trailer parking facility on a 6.78-acre parcel, including associated site improvements such as landscaping, lighting, and frontage improvements.; and

**WHEREAS** the property is located at 2001 E. Louise Avenue (APN: 198-100-19); 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 March 30, 2021 and ending April 19, 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/Mitigated 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 adopts the Initial Study and Mitigated Negative Declaration attached and incorporated by reference herein (Attachment 6 of the May 19, 2021 Staff Report), as the appropriate environmental document for the Sandoval Truck Trailer Parking – Louise Avenue Project pursuant to CEQA.

**PASSED AND ADOPTED** by the Planning Commission of the City of Lathrop at a Regular meeting on the 19<sup>th</sup> day of May, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Ash Ralmilay, Chair

ATTEST:

APPROVED AS TO FORM:

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Mark Meissner, Secretary



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Salvador Navarrete, City Attorney

**CITY OF LATHROP  
PLANNING COMMISSION RESOLUTION NO. 21-8**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LATHROP  
APPROVING A SITE PLAN REVIEW FOR SANDOVAL TRUCK TRAILER PARKING  
– LOUISE AVENUE (SPR-20-73)**

**WHEREAS**, the City of Lathrop Planning Commission held a duly noticed special meeting to consider the Site Plan Review request pursuant to the Lathrop Municipal Code; and

**WHEREAS**, the subject parcels currently have a Service Commercial (CS) General Plan designation, and are located within the Service Commercial (SC) Zoning District; and

**WHEREAS**, the request is for a Site Plan Review to develop a 147 commercial truck trailer parking facility on a 6.78-acre parcel, including associated site improvements such as landscaping, lighting, and frontage improvements.; and

**WHEREAS** the property is located at 2001 E. Louise Avenue (APN: 198-100-19); 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 March 30, 2021 and ending April 19, 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**, 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 Sandoval Truck Trailer Parking – Louise Avenue Project is consistent with the Service Commercial land use goals and policies in the City of Lathrop General Plan. The proposed project complies with all applicable provisions and standards for the SC, Service Commercial Zoning designation as conditioned.
3. The Planning Commission finds that the requirements and conditions of this resolution are reasonable in preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general, and the persons who work in or visit the development in particular.
4. The Planning Commission finds that although the proposed project could have a significant effect on the environment, required mitigation measures will be implemented to reduce these effects to a less than significant level. Mitigation measures are incorporated and included as part of the Conditions of Approval for the project.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Lathrop based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, does hereby Approve Site Plan Review No. SPR-20-73 subject to the Conditions of Approval listed as Attachment #3 of the May 19, 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 19<sup>th</sup> day of May, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:


ABSENT:

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Ash Ralmilay, Chair

ATTEST:

APPROVED AS TO FORM:



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Mark Meissner, Secretary

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Salvador Navarrete, City Attorney

## Community Development Department – Planning Division

## Consolidated Conditions of Approval

May 19, 2021

**Project Name:** Sandoval Truck Trailer Parking – Louise Avenue  
**File Number:** Site Plan Review No. SPR-20-73  
**Project Address:** 2001 E. Louise Avenue (APN: 198-100-19)

*The following list of conditions shall be incorporated into the final construction plans and development phases of the project. The list of conditions are not intended to be all-inclusive or a comprehensive listing of all City or district regulations. Please note that additional comments and/or conditions may be added pending the response to the comments noted below and/or changes to the proposed project. The following comments and conditions of approval are based on the application and diagrams submitted on August 17, 2020 (received).*

Approval of this project authorize the construction of a 147 commercial truck trailer parking facility on a 6.78-acre site, including associated site improvements such as landscaping, lighting, and frontage improvements.

**PLANNING*****CEQA Determination***

An Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for the Sandoval Truck Trailer Parking – Louise Avenue Project to disclose potential significant environmental effects of the proposed project and identifies 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).

1. Prior to any ground disturbance, the project shall consult with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) for biological coverage, mitigation and participation in the plan. Participation in the SJMSCP satisfies requirements of both the State and Federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA).
2. The applicant shall coordinate with the San Joaquin Valley Air Pollution Control District to comply with District rules and regulations including but not limited to Rule 9510, Indirect Source Review. The applicant shall provide proof of compliance prior to permit issuance.
3. With the exception of storage of commercial truck trailers, outdoor storage is prohibited, unless otherwise reviewed and approved by the Planning Division.
4. 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.

5. The applicant shall submit appropriate plans to the Building Department for plan check and building permit. Final site plan, floor 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.
6. 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.
7. The entire site including landscaping areas shall be maintained in a healthy, weed free condition.
8. If provided, the trash enclosures shall have three solid walls, a metal gate and covered roof. Details and/or alternative designs 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.
9. Any building or parking area illumination including security lighting, shall be arranged to reflect away from adjoining properties.
10. A final site lighting photometric plan with detailed specifications of all lighting fixtures, poles, and wall packs as well as a manufacture'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.
11. Sign Design Permit for any exterior signs shall be submitted to the Planning Division for review and approval prior to installation. All signage must be in accordance with the applicable standards of the Lathrop Municipal Code.
12. Bicycle parking shall be installed consistent with Chapter 17.76.120 of the LMC if building is constructed and passenger vehicle parking is provided.
13. Unless otherwise specified, all conditions of approval shall be reflected in project construction drawings / improvement plans prior to the issuance of any Building Permits.
14. 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.
15. 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, currently:

2019 California Building Code	2019 California Plumbing Code
2019 California Residential Code	2019 California Fire Code
2019 California electrical Code	2019 California Green Code
2019 California Mechanical 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	Height of Building
Occupant Load	Floor area of building(s) and/or occupancy group(s)
Description of use	
Type of Construction	
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 plot plan.
6. All property lines and easements must be shown on plot 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. Sewer
  - a. The project includes truck parking and storage without any buildings; therefore, no sewer connection is required at this time. A sewer lateral from the existing sewer main in E. Louise Avenue shall be installed and extend to the back of the sidewalk to accommodate future connection.



## 2. Potable Water

- a. Applicant shall be required to connect to the water utility for irrigation and pay all applicable connection fees. All groundwater wells on site shall be abandoned under a permit from San Joaquin County prior to connecting potable water to the site. If the existing well serves an adjacent parcel and therefore cannot be abandoned at this time, the applicant shall establish and record a reciprocal utility easement and agreement.

## 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 and pay all applicable connection fees.

## 4. Storm Water – Construction

- a. Project is greater than one acre; applicant shall complete a SWPPP and submit to City for review and approval. The WDID number shall be shown on the plans.

## 5. Solid Waste

- a. No trash enclosure is required unless the project is expected to produce enough trash to require an on-site dumpster. If a dumpster is to be utilized, a trash enclosure shall be constructed and consist of three solid walls, the fourth wall with a gate and a roof.

## 6. General Comments

- a. Applicant shall retain the services of a California licensed civil engineer to design the utility plans for sewer, water storm drain lines and systems.
- b. Applicant shall insure that all off-site and on-site improvements comply with City Standards.
- c. The parking areas and drive isles on site shall be paved with asphalt concrete.
- d. Hydrology and hydraulic calculations and plans for on-site storm water system shall be submitted to the City for review and approval.
- e. The Applicant shall execute a maintenance agreement for all onsite storm water quality treatment devices, swales and/or ponds.
- f. The project shall comply with the Multi-Agency Post Construction Stormwater Manual.
- g. Applicant shall install as part of their onsite improvement all necessary Best Management Practices (BMP's) for post construction in accordance with City guidelines and standards. The BMP's must be in place prior to final occupancy.
- h. Applicant shall underground all existing and new overhead utilities on both sides of the frontage street in compliance with the Lathrop Municipal Code. Overhead power lines in excess of 34.5 KVA are not required to be undergrounded.
- i. Applicant shall be required to install full street frontage improvements including but not limited to curb, gutter, sidewalk, street lights, hydrants, asphalt concrete paving, striping, commercial driveways and landscaping. The extent of paving shall include one half ultimate street width. Applicant shall submit the off-site plans for approval along with the applicable plan check and inspection fees.
- j. Any driveway access to E. Louise Avenue shall be right-in right-out only.

- k. The Applicant shall obtain an encroachment permit and bond for all offsite work.
- l. The Applicant shall dedicate all right-of-way (ROW) necessary for the ultimate ROW width of E. Louise Avenue. A 10-foot public utility easement (PUE) shall also be dedicated along all ROW frontages.
- m. Applicant shall pay all appropriate fees including but not limited to Levee Impact Fee, Capital Facilities Fees, and Plan Check and Inspection Fees.
- n. 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.
- o. 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. 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.
4. 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.
5. The Fire Department Fire Access Roads shall meet the requirements established by the San Joaquin County Fire Chief's Association.
6. 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. Please note that a separate key box will be required for each of the two access points. The key box shall be of an approved type and shall contain keys to gain necessary access as required by the fire code official. In addition to key box(es), any automatic gates shall have Opticom access ability to provide necessary access for emergency apparatus.
10. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
11. Other fire & life safety requirements may be required at time of building plan review.

12. Final approval is subject to field inspections. Minimum 48-72-hour notice required prior to any life-safety fire inspections. Other conditions may apply at time of inspections and are subject to correction.

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

1. All conditions are subject to approval by both the Police Chief and Fire Chief collaboratively.
2. Applicant shall install recording security camera system that is maintained and accessible to LPS.
3. EVA may be required to allow adequate space for emergency vehicles.
4. Applicant shall install dedicated lighting in the drive access and properly maintain it. All lighting must comply with minimum average 6ft. Candlepower at 30” from ground.
5. All landscaping shall comply with standard Crime Prevention Through Environmental Design (CPTED) recommendations:
  - a. Maintain natural visible surveillance to building from parking lot and street.
  - b. Plants taller than 8 feet in height shall be trimmed up 4 feet from ground.
  - c. Plants lower than 8 feet in height shall be trimmed to allow ground level surveillance.

### **ADMINISTRATIVE SERVICES**

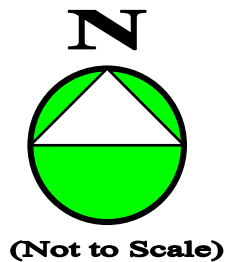
1. By exercising this approval, the applicant hereby agrees to indemnify, hold harmless and defend the City, its officers, agents, elected and appointed officials, and employees, from any and all liability or claims that may be brought against the City arising out of its approval of this Site Plan Review,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



**PLANNING DIVISION  
Vicinity Map**



**Site Plan Review No. SPR-20-73  
Sandoval Truck Trailer Parking  
2001 E. Louise Avenue  
APNs: 198-100-19**



**(Not to Scale)**



## **Wong Engineers, Inc.**

4578 Feather River Dr., Suite A  
Stockton, California 95219  
(209) 476 - 0011

Zachary C. Wong P.E., P.L.S.

### **Sandoval Rental Properties Project Description**

August 17, 2020

#### **Project Location**

2001 E. Louise Ave.  
Lathrop, CA 95330  
APN: 198-100-19

The site is located east of McKinley Avenue. North and northwest of the project site are industrial properties, commercial properties to the east and southwest, and residential at the southeastern corner.

#### **Existing Site Conditions**

The property is 6.78 acres of flat land with few existing trees, small areas of pavement and concrete that will be removed, and a well on the western side that services the commercial property on the southwestern side.

#### **Proposed Project**

The project proposes to develop the entire site into a truck trailer parking lot. There will be 147 (12' x 53') truck parking spaces and a retention pond incorporated with more than enough capacity to contain storm water runoff on-site and from the adjacent street. A 10 foot minimum landscape strip will be installed along the perimeter of the property. The landscape area located west of the driveway will have a concrete walkway to provide access from the sidewalk and parking lot. There will be an 8 feet tall, 51 feet long masonry wall constructed on the southeastern to border the residential area.

#### **Operations**

At this time, Sandoval Rental Properties has yet to find a tenant for subject property but the operations will mirror Sandoval's second proposed truck trailer parking lot project over at 16091 McKinley Avenue, Lathrop, CA.

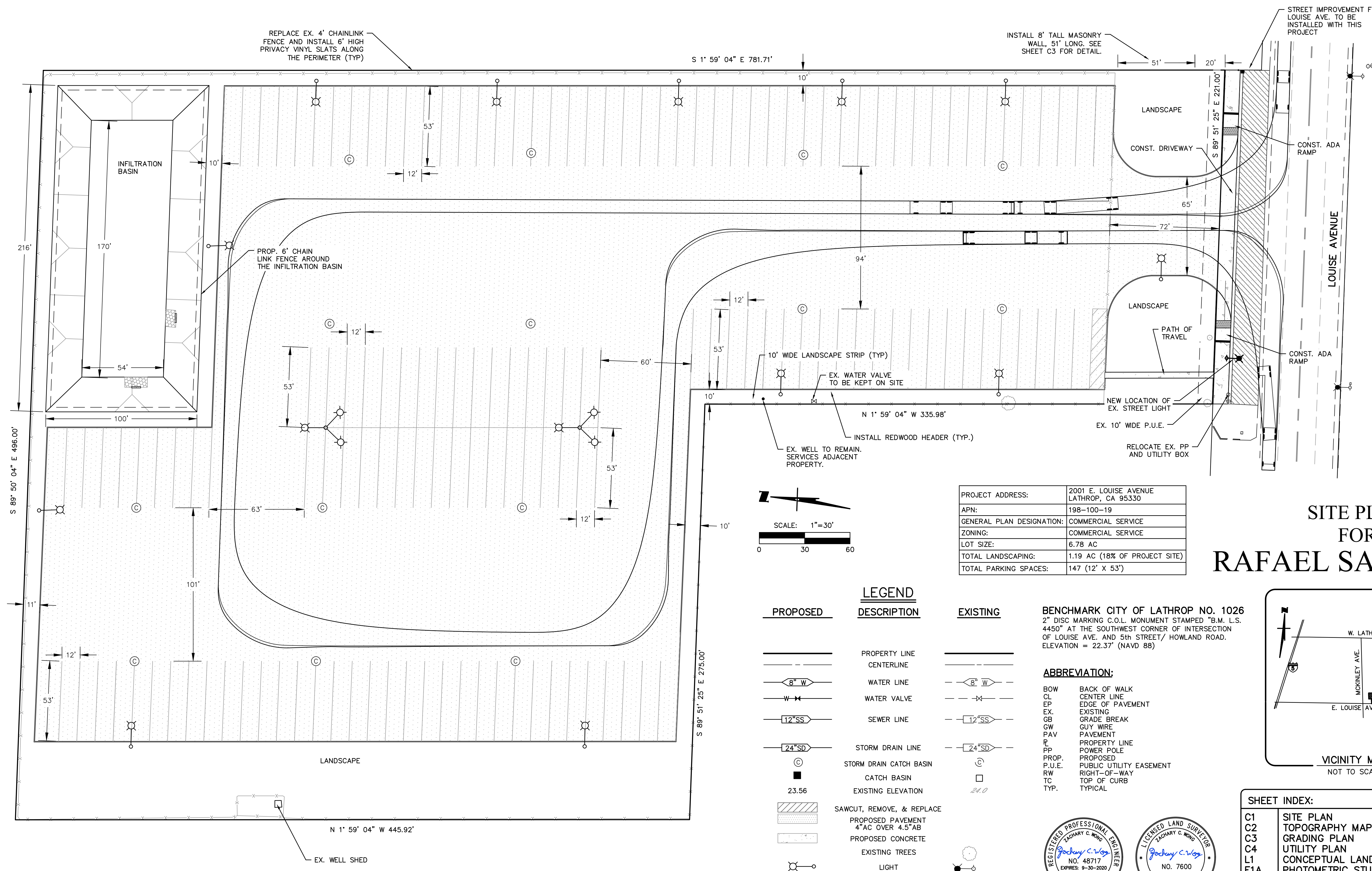
The company leasing the property will only use it as an overflow yard to store empty truck trailers. The first 2 weeks of the lease, a truck will be dropping off empty trailers for storage and during the final 2 weeks of the lease, hauling all the trailers off the lot. Since the parking lot will be used as an overflow yard by the third party vendor, minimal activity will ensue between the first and last 2 weeks of the lease in terms of dropping off and picking up trailers. The trailers will be stored in the parking lot for months at a

time. During the holiday seasons, there will be less trailers stored at the parking lot due to increase usage by the third party vendor therefore minimal activity on-site.

The gate to the parking lot will be open access with no employees on the premises long term. The parking lot is exclusive to truck trailers only so no employees and customers will be conducting businesses onsite. Truck drivers will drop off or pick up trailers only and will leave the property thereafter.

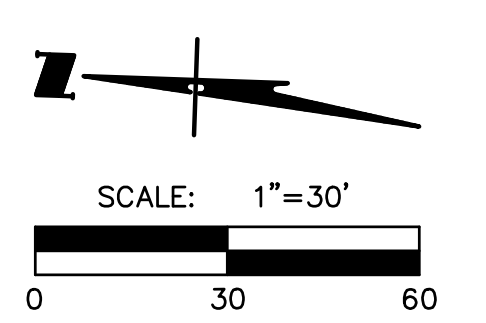
### **Construction Schedule**

In terms of scheduling, this will be decided based on approvals.



# SITE PLAN FOR RAFAEL SANDOVAL

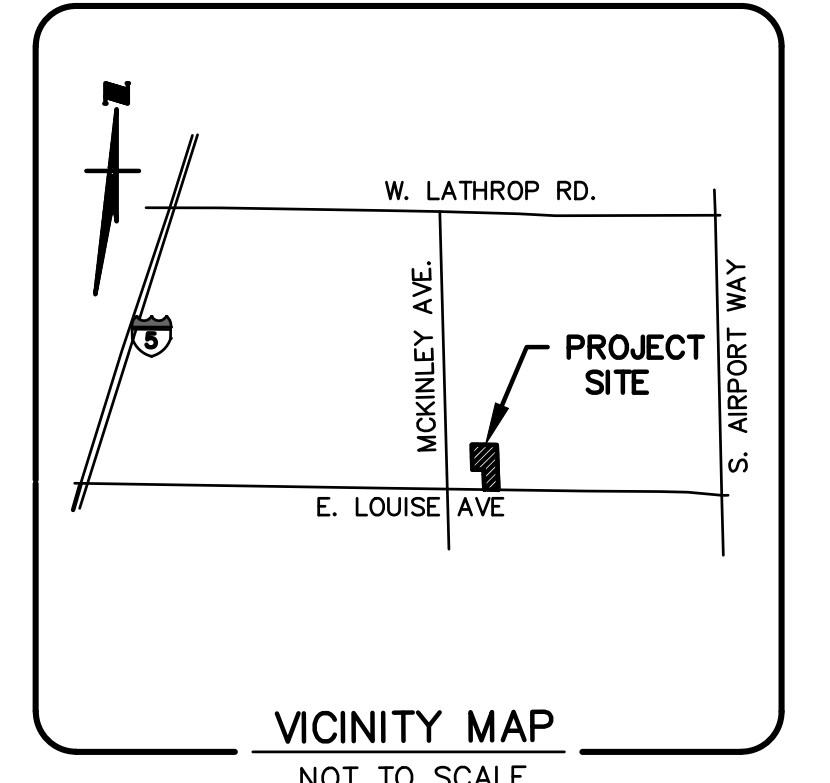
PROJECT ADDRESS:	2001 E. LOUISE AVENUE LATHROP, CA 95330
APN:	198-100-19
GENERAL PLAN DESIGNATION:	COMMERCIAL SERVICE
ZONING:	COMMERCIAL SERVICE
LOT SIZE:	6.78 AC
TOTAL LANDSCAPING:	1.19 AC (18% OF PROJECT SITE)
TOTAL PARKING SPACES:	147 (12' X 53')



PROPOSED	DESCRIPTION	EXISTING
---	PROPERTY LINE	---
---	CENTERLINE	---
8" W	WATER LINE	8" W
W	WATER VALVE	X
12" SS	SEWER LINE	12" SS
24" SD	STORM DRAIN LINE	24" SD
C	STORM DRAIN CATCH BASIN	C
■	CATCH BASIN	□
23.56	EXISTING ELEVATION	24.0
▨	SAWCUT, REMOVE, & REPLACE	
▨	PROPOSED PAVEMENT 4" AC OVER 4.5" AB	
▨	PROPOSED CONCRETE	
○	EXISTING TREES	○
○	LIGHT	○
○	WATER VALVE	○

**BENCHMARK CITY OF LATHROP NO. 1026**  
2" DISC MARKING C.O.L. MONUMENT STAMPED "B.M. L.S. 4450" AT THE SOUTHWEST CORNER OF INTERSECTION OF LOUISE AVE. AND 5th STREET/ HOWLAND ROAD. ELEVATION = 22.37' (NAVD 88)

**ABBREVIATION:**  
 BOW BACK OF WALK  
 CL CENTER LINE  
 EP EDGE OF PAVEMENT  
 EX. EXISTING  
 GB GRADE BREAK  
 GW GUY WIRE  
 PAV PAVEMENT  
 PL PROPERTY LINE  
 PP POWER POLE  
 PROP. PROPOSED  
 P.U.E. PUBLIC UTILITY EASEMENT  
 RW RIGHT-OF-WAY  
 TC TOP OF CURB  
 TYP. TYPICAL



SHEET INDEX:	
C1	SITE PLAN
C2	TOPOGRAPHY MAP
C3	GRADING PLAN
C4	UTILITY PLAN
L1	CONCEPTUAL LANDSCAPE PLAN
E1A	PHOTOMETRIC STUDY



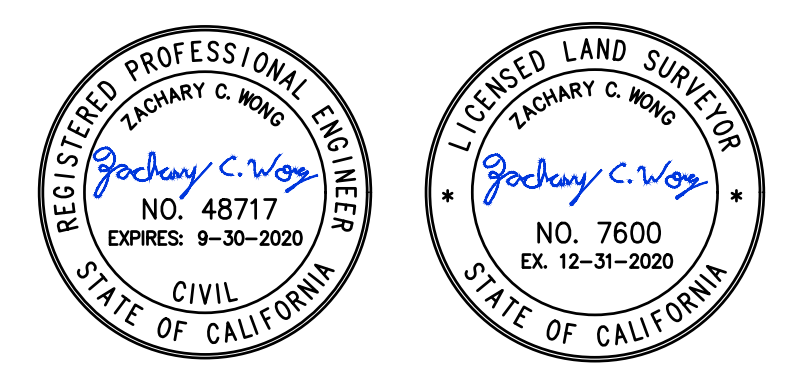
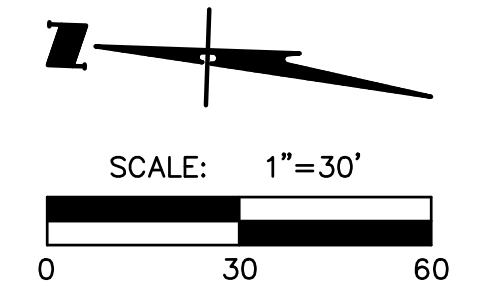
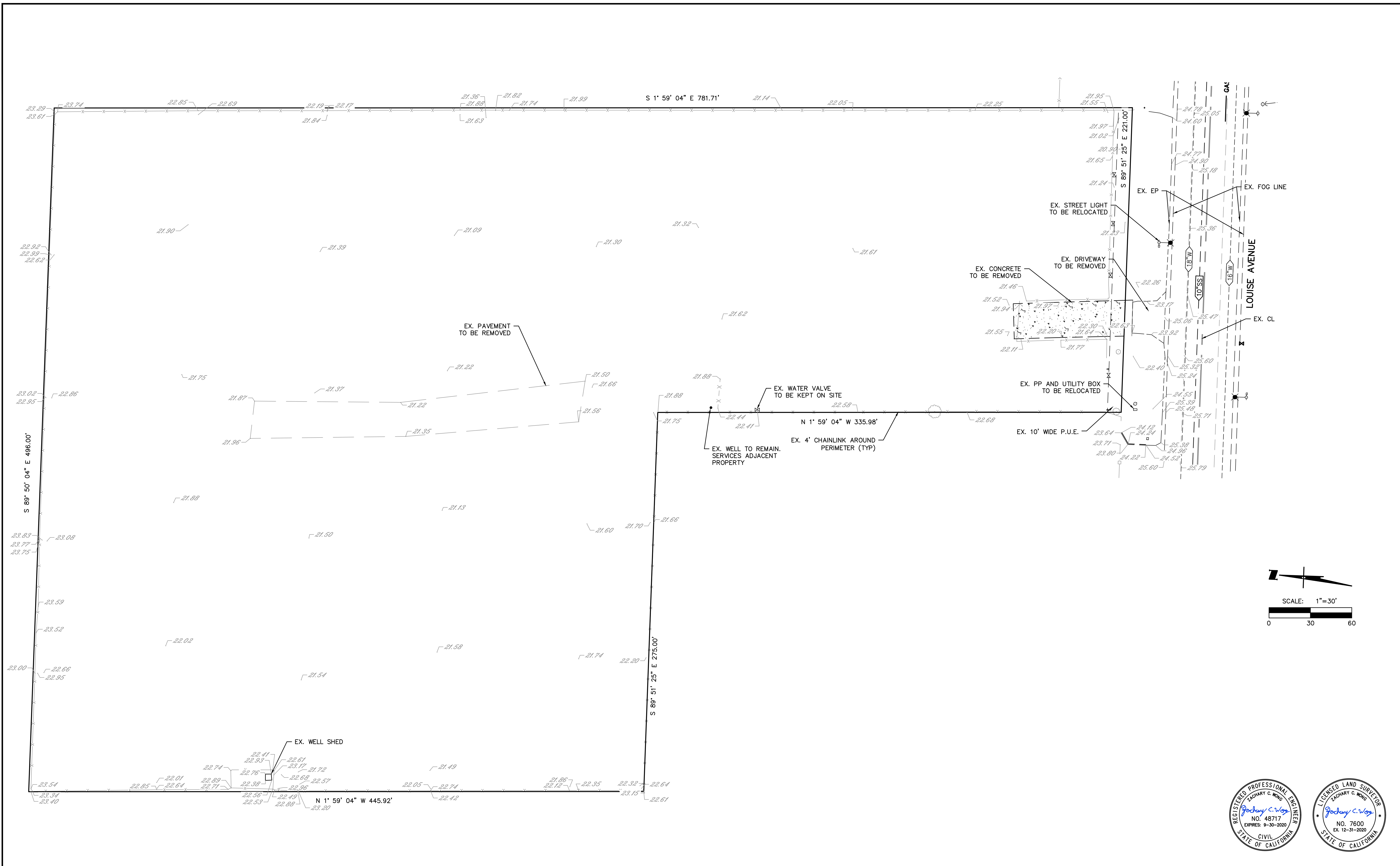
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REVISIONS			
NO.	DESCRIPTION	DATE	BY

**WONG ENGINEERS, INC.**  
 PLANNING ENGINEERING SURVEYING  
 4578 FEATHER RIVER DRIVE, SUITE A  
 STOCKTON, CALIFORNIA (209) 476-0011  
 QSD 20579 L.S. 7600  
 DATE 8/5/20 R.C.E. 48717

JOB NO.:	3886
DATE:	AUG. 2020
SCALE:	AS SHOWN
DRAWN:	ZK/SS/CX
DESIGN:	WEI
CHECKED:	ZCW

2001 E. LOUISE AVE. LATHROP CALIFORNIA  
**SITE PLAN**



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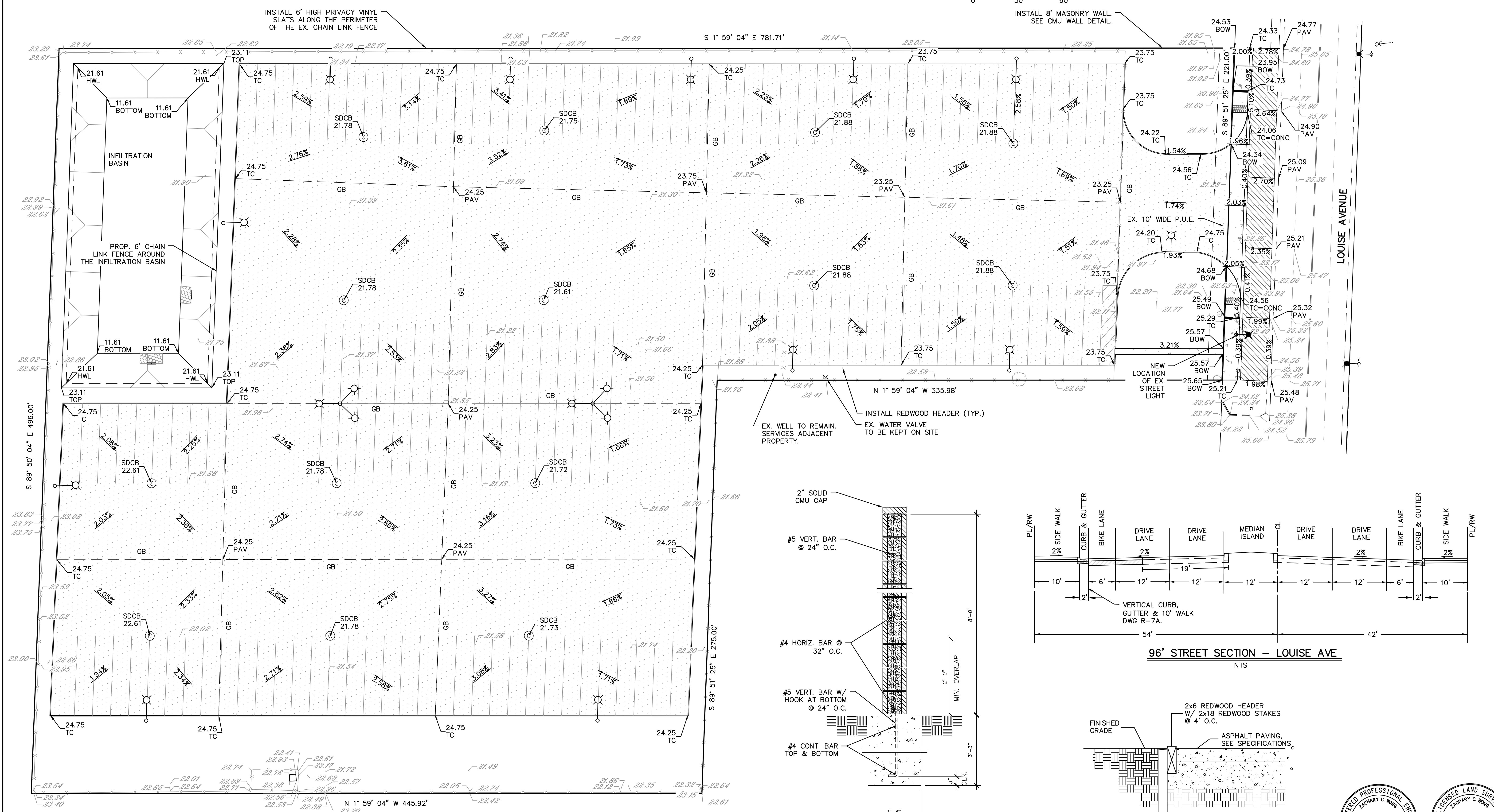
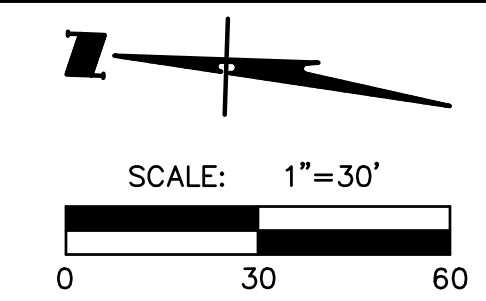
**WONG ENGINEERS, INC.**  
 PLANNING ENGINEERING SURVEYING  
 4578 FEATHER RIVER DRIVE, SUITE A  
 STOCKTON, CALIFORNIA (209) 476-0011  
 QSD 20579 L.S. 7600  
 R.C.E. 48717  
 DATE 8/5/20

JOB NO.:	3886
DATE:	FEB. 2017
SCALE:	AS SHOWN
DRAWN:	ZK
DESIGN:	WEI
CHECKED:	ZCW

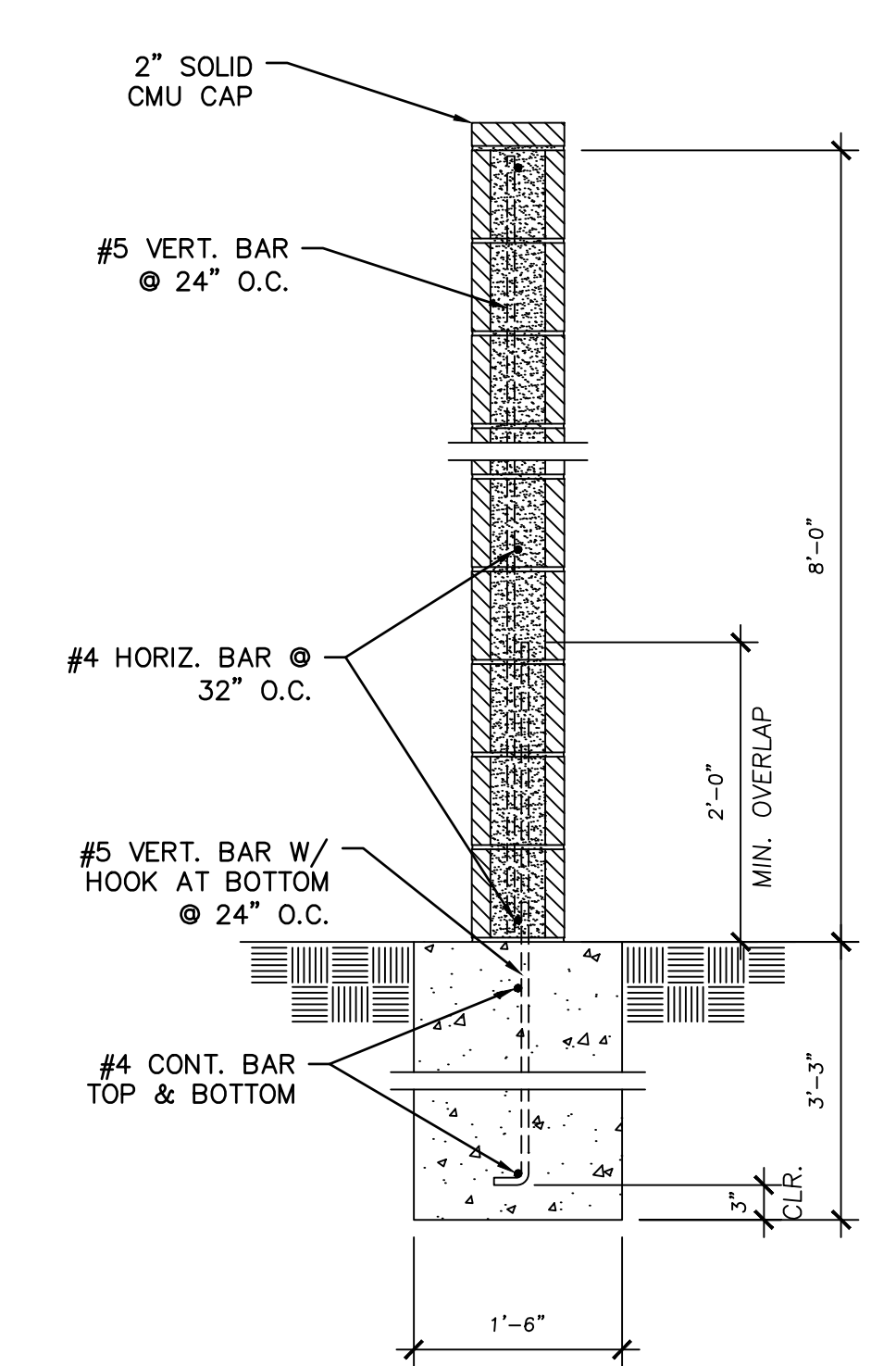
2001 E. LOUISE AVE.  
 LATHROP CALIFORNIA  
**TOPOGRAPHY MAP**

SHEET  
**2**  
 OF FOUR  
 FILE 3886

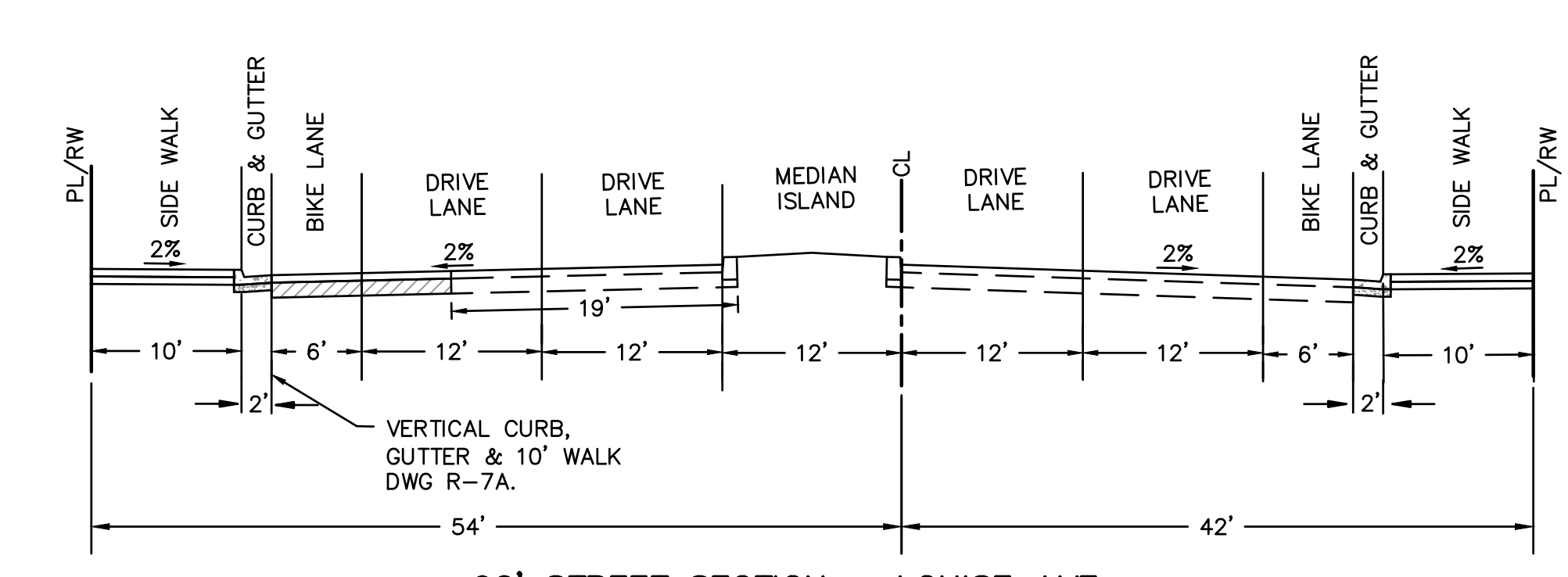




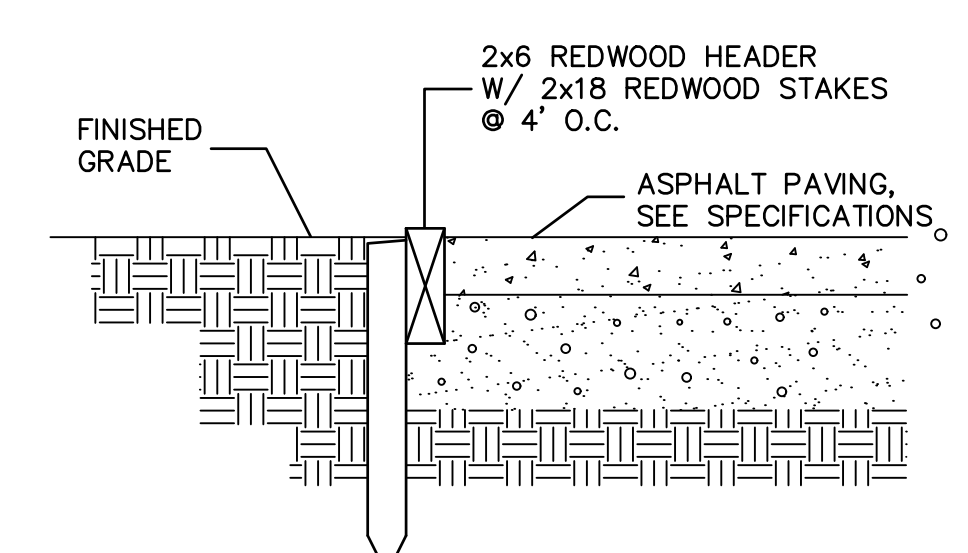
EX. WELL TO REMAIN. SERVICES ADJACENT PROPERTY.  
 EX. WATER VALVE TO BE KEPT ON SITE



**CMU WALL DETAIL**  
NOT TO SCALE

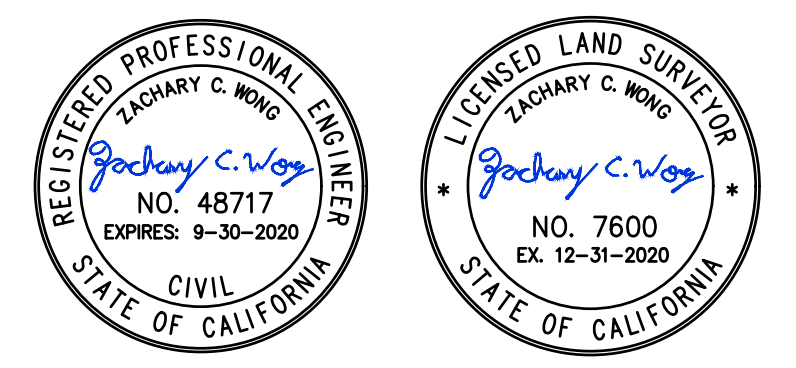


**96' STREET SECTION - LOUISE AVE**  
NTS



**REDWOOD HEADER DETAIL**

ALL LANDSCAPE AND PAVEMENT AREA TO BE OUTLINED WITH REDWOOD HEADER.



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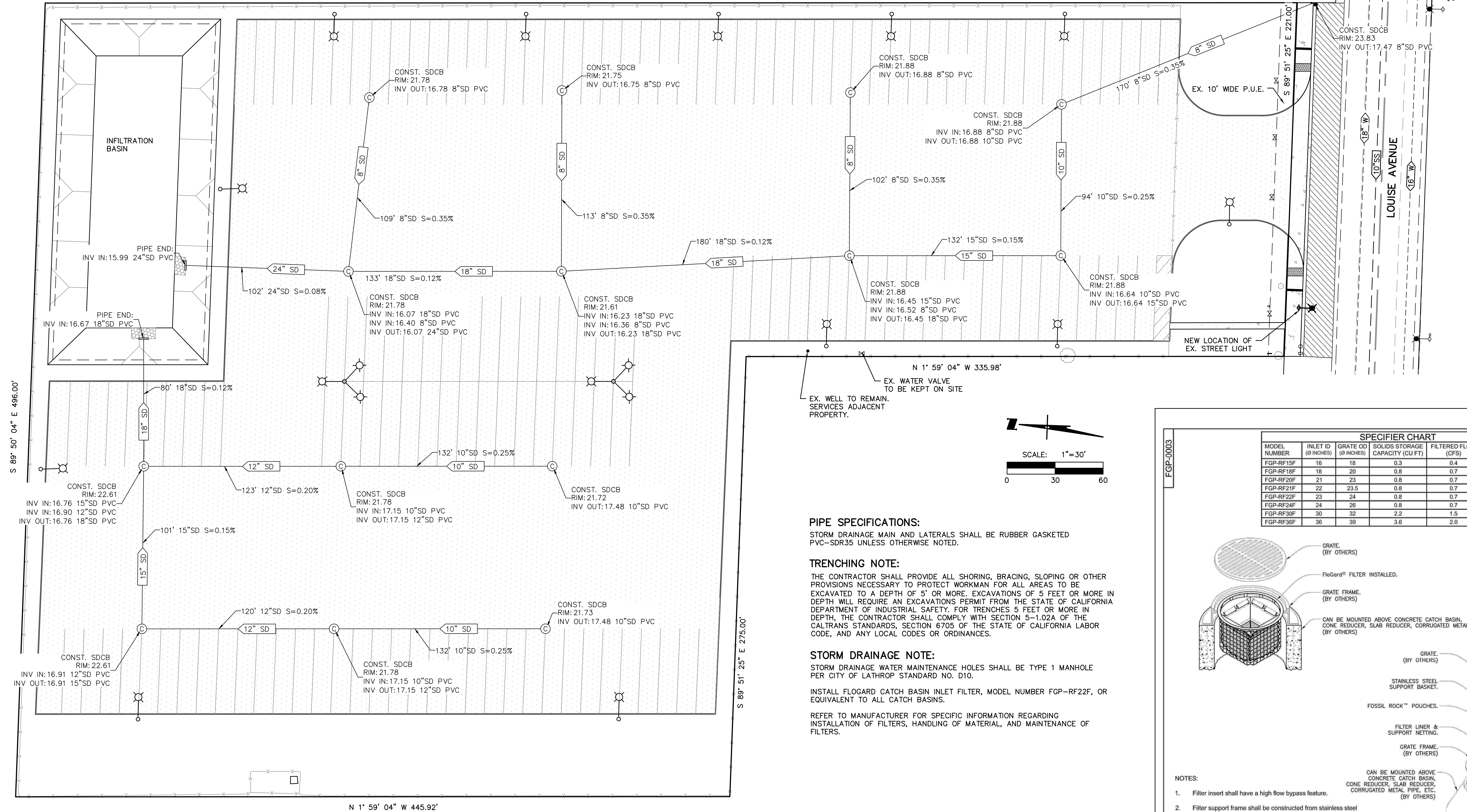
**WONG ENGINEERS, INC.**  
 PLANNING ENGINEERING SURVEYING  
 4578 FEATHER RIVER DRIVE, SUITE A  
 STOCKTON, CALIFORNIA (209) 476-0011 QSD 20579  
 L.S. 7600  
 DATE 8/5/22 R.C.E. 48717

<b>JOB NO.:</b> 3886	2001 E. LOUISE AVE.
<b>DATE:</b> FEB. 2017	LATHROP CALIFORNIA
<b>SCALE:</b> AS SHOWN	
<b>DRAWN:</b> ZK	
<b>DESIGN:</b> WEI	
<b>CHECKED:</b> ZCW	

**GRADING PLAN**

SHEET  
**3**  
OF FOUR  
FILE 3886

S 1' 59' 04" E 781.71'



S 89' 50' 04" E 496.00'

S 89' 51' 25" E 275.00'

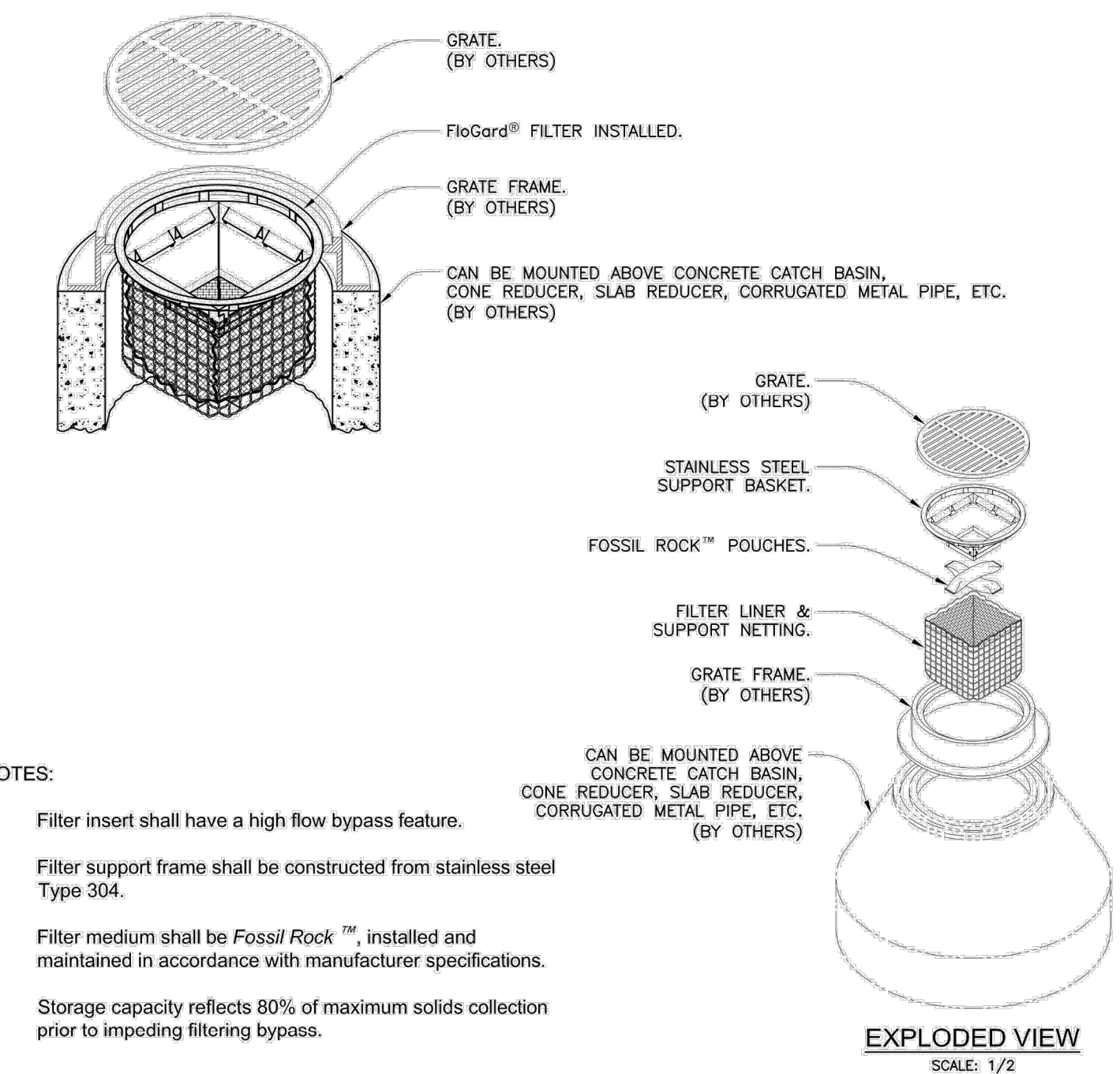
N 1' 59' 04" W 445.92'

**PIPE SPECIFICATIONS:**  
STORM DRAINAGE MAIN AND LATERALS SHALL BE RUBBER GASKETED PVC-SDR35 UNLESS OTHERWISE NOTED.

**TRENCHING NOTE:**  
THE CONTRACTOR SHALL PROVIDE ALL SHORING, BRACING, SLOPING OR OTHER PROVISIONS NECESSARY TO PROTECT WORKMAN FOR ALL AREAS TO BE EXCAVATED TO A DEPTH OF 5' OR MORE. EXCAVATIONS OF 5 FEET OR MORE IN DEPTH WILL REQUIRE AN EXCAVATIONS PERMIT FROM THE STATE OF CALIFORNIA DEPARTMENT OF INDUSTRIAL SAFETY. FOR TRENCHES 5 FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL COMPLY WITH SECTION 5-1.02A OF THE CALTRANS STANDARDS, SECTION 6705 OF THE STATE OF CALIFORNIA LABOR CODE, AND ANY LOCAL CODES OR ORDINANCES.

**STORM DRAINAGE NOTE:**  
STORM DRAINAGE WATER MAINTENANCE HOLES SHALL BE TYPE 1 MANHOLE PER CITY OF LATHROP STANDARD NO. D10.  
INSTALL FLOGARD CATCH BASIN INLET FILTER, MODEL NUMBER FGP-RF22F, OR EQUIVALENT TO ALL CATCH BASINS.  
REFER TO MANUFACTURER FOR SPECIFIC INFORMATION REGARDING INSTALLATION OF FILTERS, HANDLING OF MATERIAL, AND MAINTENANCE OF FILTERS.

SPECIFIER CHART					
MODEL NUMBER	INLET ID (Ø INCHES)	GRATE OD (Ø INCHES)	SOLIDS STORAGE CAPACITY (CU FT)	FILTERED FLOW CAPACITY (CFS)	TOTAL BYPASS CAPACITY (CFS)
FGP-RF15F	16	18	0.3	0.4	2.8
FGP-RF18F	18	20	0.8	0.7	4.7
FGP-RF20F	21	23	0.8	0.7	4.7
FGP-RF21F	22	23.5	0.8	0.7	4.7
FGP-RF22F	23	24	0.8	0.7	4.7
FGP-RF24F	24	26	0.8	0.7	4.7
FGP-RF30F	30	32	2.2	1.5	6.1
FGP-RF36F	36	39	3.6	2.0	8.1



- NOTES:**
- Filter insert shall have a high flow bypass feature.
  - Filter support frame shall be constructed from stainless steel Type 304.
  - Filter medium shall be Fossil Rock™, installed and maintained in accordance with manufacturer specifications.
  - Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.

**FloGard®**  
Catch Basin Inlet Filter  
Circular Frame Style

**Oldcastle®**  
Stormwater Solutions

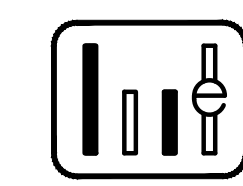
7021 Southpark Plaza, Suite 200, Littleton, CO | 80120 | PH: 800.579.8819 | oldcastlestormwater.com

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NO.	DESCRIPTION	DATE	BY



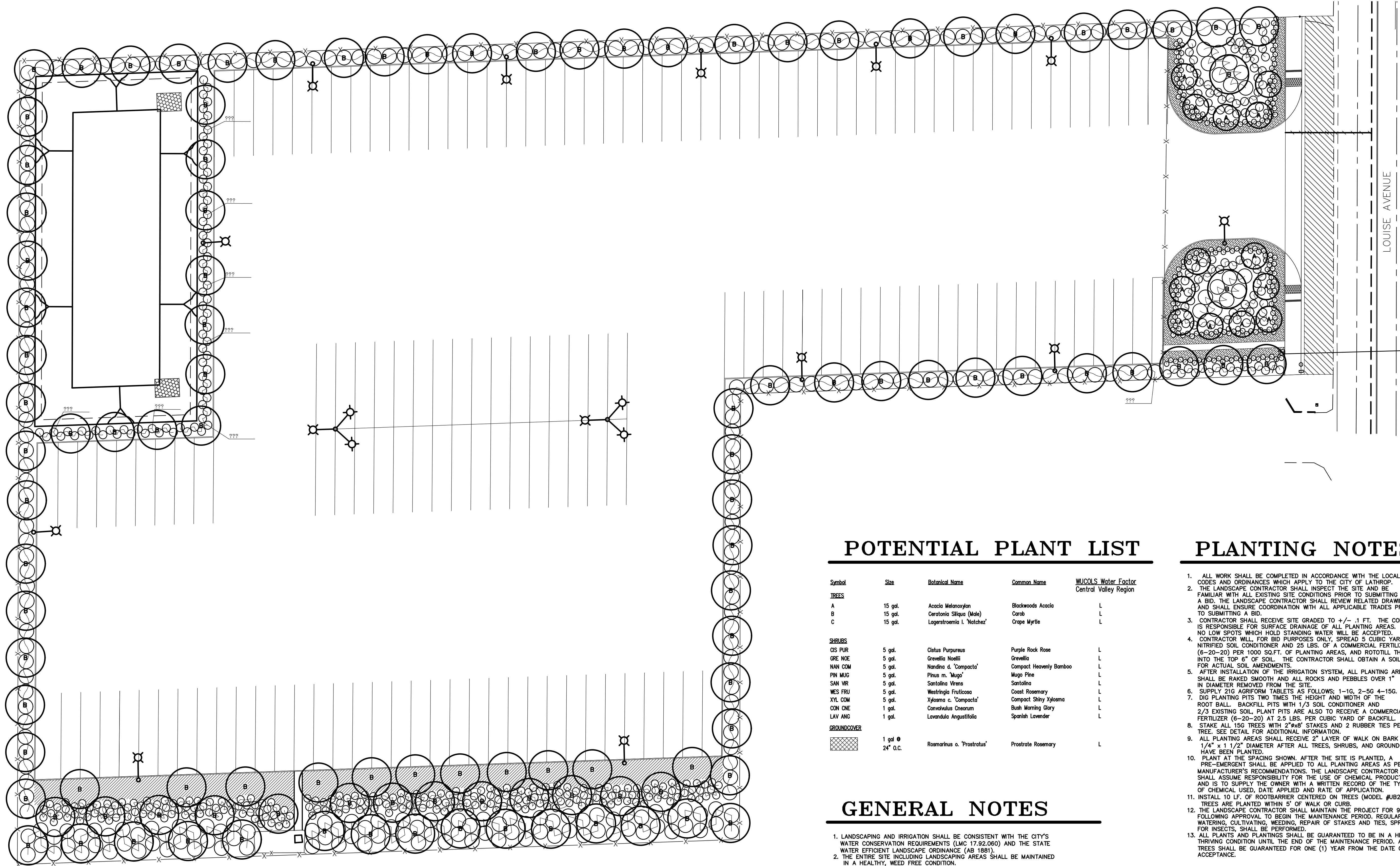
**WONG ENGINEERS, INC.**  
PLANNING ENGINEERING SURVEYING  
4578 FEATHER RIVER DRIVE, SUITE A  
STOCKTON, CALIFORNIA (209) 476-0011  
*Gary C. Wong* DATE 8/5/20 R.C.E. 48717  
QSD 20579 L.S. 7600

**JOB NO.:** 3886  
**DATE:** FEB. 2017  
**SCALE:** AS SHOWN  
**DRAWN:** ZK  
**DESIGN:** WEI  
**CHECKED:** ZCW

2001 E. LOUISE AVE. LATHROP CALIFORNIA

**UTILITY PLAN**

**SHEET**  
**4**  
**OF FOUR**  
**FILE** 3886



**POTENTIAL PLANT LIST**

Symbol	Size	Botanical Name	Common Name	WUCOLS Water Factor
<b>TREES</b>				
A	15 gal.	Acacia Melanoxylon	Blackwoods Acacia	L
B	15 gal.	Ceratonia Siliqua (Male)	Carob	L
C	15 gal.	Loganostemonia l. 'Natchez'	Crape Myrtle	L
<b>SHRUBS</b>				
OS PUR	5 gal.	Cistus Purpureus	Purple Rock Rose	L
GRE HOE	5 gal.	Grevillea Hostilii	Grevillea	L
NAH COM	5 gal.	Nandina d. 'Compacta'	Compact Heavenly Bamboo	L
PIN MUG	5 gal.	Pinus m. 'Mugg'	Mugo Pine	L
SAN VR	5 gal.	Santolina Wrens	Santolina	L
WES FRU	5 gal.	Westringia Fruticosa	Coast Rosemary	L
XYL COM	5 gal.	Xylocoma c. 'Compacta'	Compact Shiny Xylocoma	L
CON ONE	1 gal.	Convolvulus Cheorum	Bush Morning Glory	L
LAV ANG	1 gal.	Lavandula Angustifolia	Spanish Lavender	L
<b>GROUNDCOVER</b>				
[Pattern]	1 gal @ 24" O.C.	Rosmarinus o. 'Prostratus'	Prostrate Rosemary	L

**PLANTING NOTES**

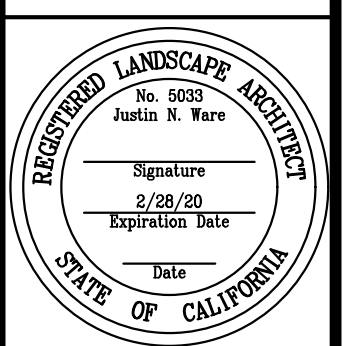
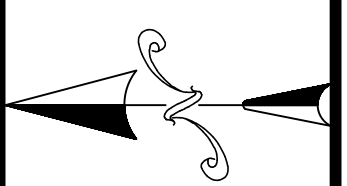
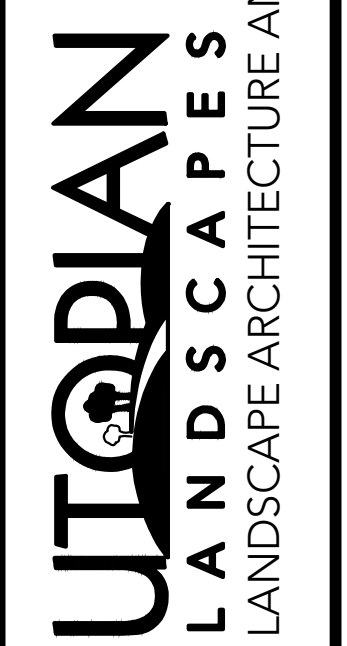
- ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE LOCAL CODES AND ORDINANCES WHICH APPLY TO THE CITY OF LATHROP.
- THE LANDSCAPE CONTRACTOR SHALL INSPECT THE SITE AND BE FAMILIAR WITH ALL EXISTING SITE CONDITIONS PRIOR TO SUBMITTING A BID. THE LANDSCAPE CONTRACTOR SHALL REVIEW RELATED DRAWINGS AND SHALL ENSURE COORDINATION WITH ALL APPLICABLE TRADES PRIOR TO SUBMITTING A BID.
- CONTRACTOR SHALL RECEIVE SITE GRADED TO +/- 1 FT. THE CONTRACTOR IS RESPONSIBLE FOR SURFACE DRAINAGE OF ALL PLANTING AREAS. NO LOW SPOTS WHICH HOLD STANDING WATER WILL BE ACCEPTED.
- CONTRACTOR WILL, FOR BID PURPOSES ONLY, SPREAD 5 CUBIC YARDS OF NITRIFIED SOIL CONDITIONER AND 25 LBS. OF A COMMERCIAL FERTILIZER (6-20-20) PER 1000 SQ.FT. OF PLANTING AREAS, AND ROTOTILL THOROUGHLY INTO THE TOP 6" OF SOIL. THE CONTRACTOR SHALL OBTAIN A SOILS REPORT FOR ACTUAL SOIL AMENDMENTS.
- AFTER INSTALLATION OF THE IRRIGATION SYSTEM, ALL PLANTING AREAS SHALL BE RAKED SMOOTH AND ALL ROCKS AND PEBBLES OVER 1" IN DIAMETER REMOVED FROM THE SITE.
- SUPPLY 21G AGRIFORM TABLETS AS FOLLOWS: 1-1G, 2-5G 4-15G.
- DIG PLANTING PITS TWO TIMES THE HEIGHT AND WIDTH OF THE ROOT BALL. BACKFILL PITS WITH 1/3 SOIL CONDITIONER AND 2/3 EXISTING SOIL. PLANT PITS ARE ALSO TO RECEIVE A COMMERCIAL FERTILIZER (6-20-20) AT 2.5 LBS. PER CUBIC YARD OF BACKFILL.
- STAKE ALL 15G TREES WITH 2"x8" STAKES AND 2 RUBBER TIES PER TREE. SEE DETAIL FOR ADDITIONAL INFORMATION.
- ALL PLANTING AREAS SHALL RECEIVE 2" LAYER OF WALK ON BARK 1/4" x 1 1/2" DIAMETER AFTER ALL TREES, SHRUBS, AND GROUNDCOVERS HAVE BEEN PLANTED.
- PLANT AT THE SPACING SHOWN AFTER THE SITE IS PLANTED. A PRE-EMERGENT SHALL BE APPLIED TO ALL PLANTING AREAS AS PER MANUFACTURER'S RECOMMENDATIONS. THE LANDSCAPE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR THE USE OF CHEMICAL PRODUCTS AND IS TO SUPPLY THE OWNER WITH A WRITTEN RECORD OF THE TYPE OF CHEMICAL USED, DATE APPLIED AND RATE OF APPLICATION.
- INSTALL 10 LF. OF ROOTBARRIER CENTERED ON TREES (MODEL #JB24-2) WHEN TREES ARE PLANTED WITHIN 5' OF WALK OR CURB.
- THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE PROJECT FOR 90 DAYS FOLLOWING APPROVAL TO BEGIN THE MAINTENANCE PERIOD. REGULAR WATERING, CULTIVATING, WEEDING, REPAIR OF STAKES AND TIES, SPRAYING FOR INSECTS, SHALL BE PERFORMED.
- ALL PLANTS AND PLANTINGS SHALL BE GUARANTEED TO BE IN A HEALTHY, THRIVING CONDITION UNTIL THE END OF THE MAINTENANCE PERIOD. ALL TREES SHALL BE GUARANTEED FOR ONE (1) YEAR FROM THE DATE OF ACCEPTANCE.

**GENERAL NOTES**

- LANDSCAPING AND IRRIGATION SHALL BE CONSISTENT WITH THE CITY'S WATER CONSERVATION REQUIREMENTS (LMC 17.92.060) AND THE STATE WATER EFFICIENT LANDSCAPE ORDINANCE (AB 1881).
- THE ENTIRE SITE INCLUDING LANDSCAPING AREAS SHALL BE MAINTAINED IN A HEALTHY, WEED FREE CONDITION.

REVISIONS	BY

2029 Paloma Avenue  
 Stockton, CA 95209  
 (209) 954-9045 Office  
 (209) 320-0707 Fax  
 www.utopianlandscapes.net



RAFAEL SANDOVAL

CLIENT

CONCEPTUAL LANDSCAPE PLAN

SHEET TITLE

2001 E LOUISE AVENUE  
 LATHROP, CA

PROJECT

DATE 6/11/20

SCALE 1"=30'

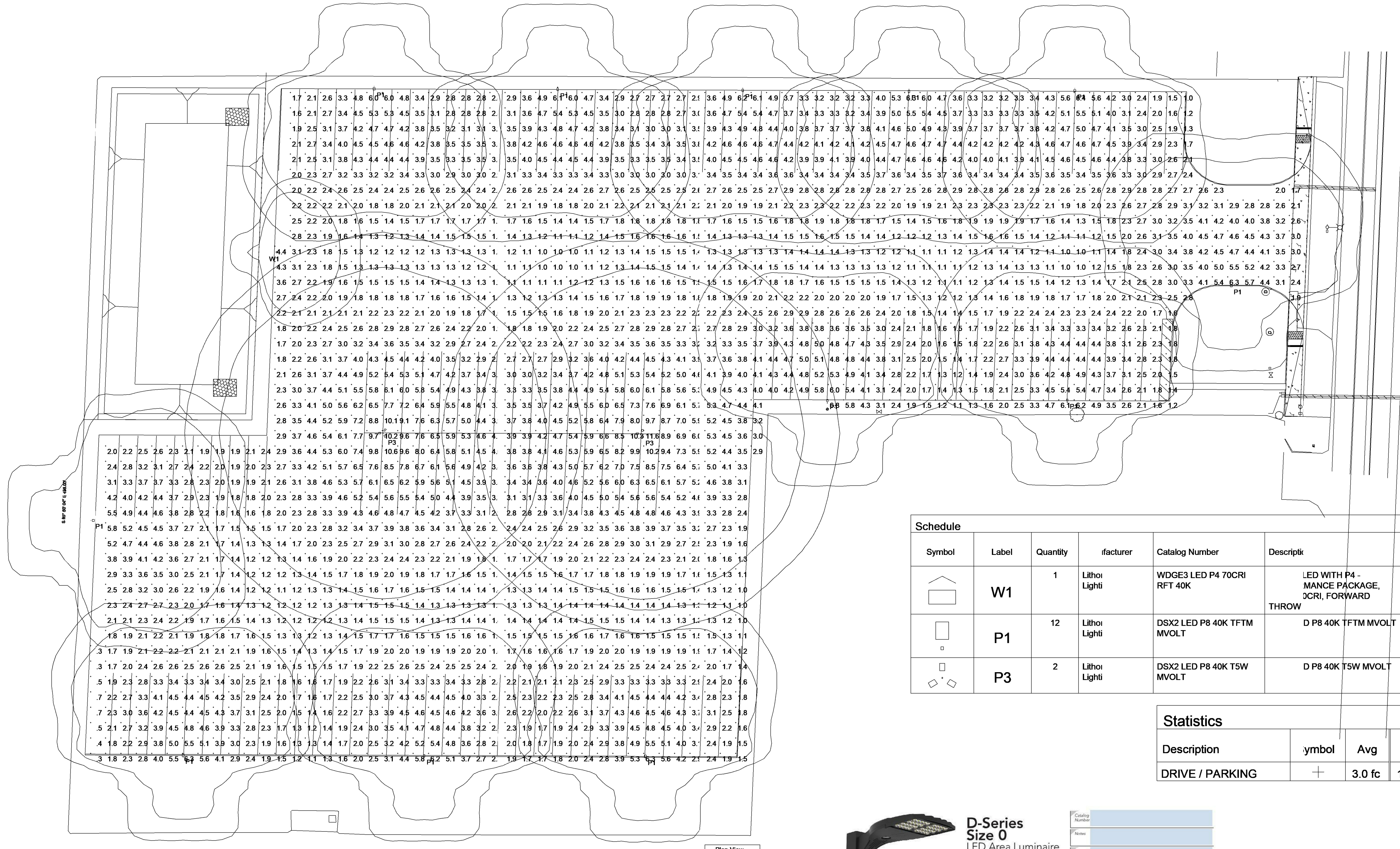
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SHEET L1

OF 1 SHEETS

# 1 PHOTOMETRIC STUDY

SCALE: 1" = 40'-0"

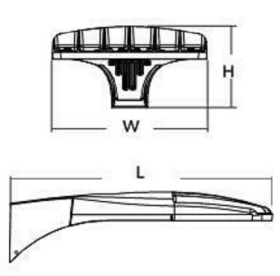


Plan View  
Scale: 1/32" = 1'



**D-Series**  
Size 0  
LED Area Luminaire

**Specifications**  
EPA: 0.8 ft<sup>2</sup> (0.07 m<sup>2</sup>)  
Length: 26" (660 mm)  
Width: 13" (330 mm)  
Height: 7" (178 mm)  
Weight (max): 16 lbs (7.3 kg)



**Introduction**  
The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.  
The D-Series distills the benefits of the latest in LED technology into a high performance, high efficiency, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 65% and expected service life of over 100,000 hours.

**Ordering Information** EXAMPLE: DSX0 LED 40C 1000 40K T3M MVOLT SPA DDBXD

Series	LED	Color	Temp	Beam	Mounting	Accessories	Other options	Finish
DSX0 LED	40C	1000	40K	T3M	MVOLT	SPA	DDBXD	Dark Bronze

**Drilling**  
Top of Pole  
Drilling: 1/2" Dia. x 1/4" Deep  
Accessories: Tenon Mounting Slipfitter\*\*

**NOTES**  
1. Only available with standard 3.5" or 5" pole.  
2. DSX0 LED luminaire is not available with 10' or 12' pole.  
3. Not available with 10' or 12' pole.  
4. Not available with 10' or 12' pole.  
5. Not available with 10' or 12' pole.  
6. Not available with 10' or 12' pole.  
7. Not available with 10' or 12' pole.  
8. Not available with 10' or 12' pole.  
9. Not available with 10' or 12' pole.  
10. Not available with 10' or 12' pole.

SINGLE LUMINAIRE  
LITHONIA dSx0 LED P4 40K T3M MVOLT  
LAMP: 125W LED  
VOLTAGE: 208V  
FINISH: BRONZE  
DISTRIBUTION: MEDIUM CUT-OFF TYPE III

4" SQ. STEEL POLE PRIMED & PAINTED 2 COATS OF QUALITY ENAMEL IN FACTORY OF COLOR TO MATCH HEAD. TOUCH UP BY ELECTRICAL CONTRACTOR.

BASE COVER SECURELY AFFIXED BY TAMPERPROOF SCREWS WEEP HOLE AT BASE

(3)#3 REBAR HOOPS WITHIN TOP 5" OF BASE

(4)3/4" DIA X 18" LONG ANCHOR BOLTS W/LEVELING NUTS W/8" DIA BOLT CIRCLE

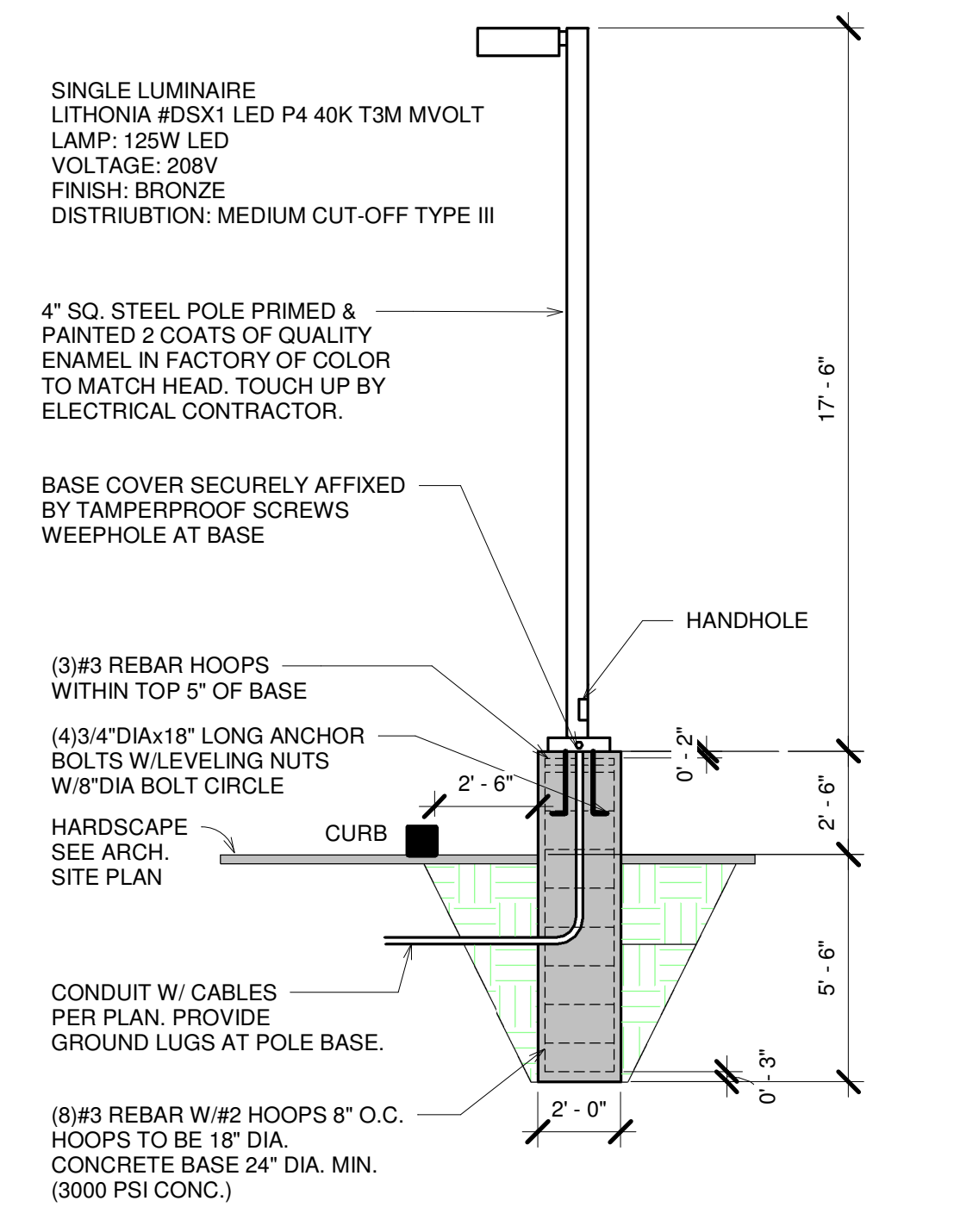
HARDSCAPE SEE ARCH. SITE PLAN

CONDUIT W/ CABLES PER PLAN. PROVIDE GROUND LUGS AT POLE BASE.

(8)#3 REBAR W/#2 HOOPS 8" O.C. HOOPS TO BE 18" DIA. CONCRETE BASE 24" DIA. MIN. (3000 PSI CONC.)

## 2 LIGHT STANDARD RAISED BASE

SCALE: NTS



**Schedule**

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Lumens Per Lamp	Light Loss Factor	Wattage
W1	W1	1	Lithon Light	WDGE3 LED P4 70CRI RFT 40K	LED WITH P4-MANCE PACKAGE, 70CRI, FORWARD THROW	LED	12277	0.9	87.8914
P1	P1	12	Lithon Light	DSX2 LED P8 40K TFTM MVOLT	D P8 40K TFTM MVOLT	LED	49183	0.9	431
P3	P3	2	Lithon Light	DSX2 LED P8 40K T5W MVOLT	D P8 40K T5W MVOLT	LED	50729	0.9	1293

**Statistics**

Description	Symbol	Avg	Max	Min	ix/Min	Avg/Min
DRIVE / PARKING	+	3.0 fc	11.6 fc	1.0 fc	1.6:1	3.0:1

**Luminaire Locations**

Label	MH
P1	30.00
P3	30.00
W1	22.00

**REVISIONS**

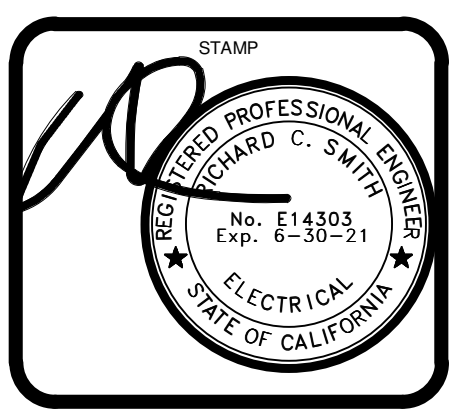
NO.	DESCRIPTION	DATE	BY

Richard C. Smith, PE  
rcsmith@hcs-eng.com  
bhupendra Patel, PE  
bhupendra@hcs-eng.com  
Elizabeth Agalar  
elizabeth@hcs-eng.com

**HCS Engineering**  
4632 English River Dr., #1, Stockton, CA 95219  
209-479-8270 | www.hcs-eng.com

**PHOTOMETRIC STUDY**

**PROJECT:** PHOTOMETRIC STUDY FOR:  
**RAFAEL SANDOVAL**  
PROJECT ADDRESS:  
2001 E. LOUISE AVE  
LATHROP, CA



**DRAWN:** RCS  
**CHECKED:** RCS  
**DATE:** 6/2/2020 3:53:41 PM  
**SCALE:** As indicated  
**JOB:** 2017-XXX  
**SHEET:**

**E1A**



**Environmental Initial Study  
March 30, 2021**

Project Title: Sandoval Truck Trailer Parking – E. Louise Avenue (SPR-20-73)

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

Contact Person: David Niskanen, Contract Planner  
(209) 941-7297

Project Location: 2001 E. Louise Avenue (APN: 198-100-19)

Applicant: Rafael Sandoval  
16351 S. McKinley Avenue  
Lathrop, CA 95330

Property Owners: Rafael Sandoval  
16351 S. McKinley Avenue  
Lathrop, CA 95330

General Plan: Service Commercial (SC)

Zoning: Commercial Service (CS)

Project Description:

The proposed project involves the construction of a commercial truck trailer parking facility that includes 147 truck trailer parking spaces on a 6.78-acre site. Access to the proposed project is provided via E. Louise Avenue. The proposed project does not include any proposed buildings. The truck trailer parking spaces are twelve (12) feet by fifty-two (52) feet and are to be utilized to store commercial truck trailers.

According to the applicant, the project site will be utilized as an overflow property to store empty truck trailers. The property will be leased to a company that will drop off empty trailers for long-term storage. As such, minimal activity is expected between the first and last two (2) weeks of the lease in terms of dropping off and picking up trailers. During the holidays, there will be less trailers stored at the parking lot due to increase usage by vendors. No employees are anticipated on-site. Truck drivers will drop off or pick-up trailers only and will leave the property thereafter.

The applicant proposes to modify the existing six (6) foot high chain-link fence that is along the perimeter of the property with privacy vinyl slats. An eight (8) foot tall masonry wall will be installed along the south eastern portion of the project site, adjacent to an existing single-family residence east of the project site.

A chain-link fence gate will be installed and is setback from the right-of-way of E. Louise Avenue by seventy-two (72) feet. The gate will be open access and utilized throughout the year.

Stormwater is to be retained on-site via a stormwater retention basin, located in the northern portion of the project site. A series of stormdrain lines will be installed throughout the project site to convey stormwater from the paved surface areas to the stormwater retention basin. A water line will be installed to the site for the purposes of landscape irrigation. No sewer line will be installed as no buildings are proposed.

Landscaping is proposed primarily along the border of the project site, including a 10' landscape buffer between the off-street parking areas and the property line as well as landscaping along E. Louise Avenue. The total amount of landscaping represents 1.19-acre of site project site or eighteen (18) percent of the project site.

Surrounding Land Uses and Setting: The project site is located within a mostly developed/urban industrial and commercial area. Specifically, the project site is bounded by industrial uses to the north, east, and south and existing service oriented commercial uses to the west (i.e. storage of trailers, portable offices, etc). The project site has a General Plan Land Use Designation of Service Commercial (SC) and is within the Service Commercial (CS) Zoning District. The following table shows the General Plan Land Use Designations and Zoning Districts of surrounding properties:

<b>Adjacent Properties</b>	<b>General Plan Land Use Designation</b>	<b>Zoning District</b>
North	Service Commercial (CS)	Service Commercial (CS)
East	Light Industrial (IL)	Light Industrial (LI)
South	Service Commercial (CS)	Service Commercial (SC)
West	Service Commercial (CS)	Service Commercial (SC)

The property is 6.78-acres in size with a relatively flat topography. The project site includes vegetation (natural grasses, trees, and shrubs) that are to be removed as part of the development of the proposed project.

Historically, the site has been used as an outdoor storage yard for commercial vehicle trailers and more recently, modular temporary office trailers. In this regard, the City approved Site Plan Review No. SPR-15-91 for the construction of an outdoor storage yard for storing modular temporary office trailers. Currently, the site is vacant and is no longer used as outdoor storage.

Other Public Agencies Whose Approval is Required

No other agencies are involved in the approval process.

Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Consultation letters were sent to the Buena Vista Rancheria, the Northern Valley Yokuts, and the California Valley Miwok Tribe on September 3, 2020. No response to these letters has been received to date. The thirty (30) day consultation period ended on Monday, October 5, 2020.

**Figure 1 – Vicinity Map**







Figure 2 – Project Plans

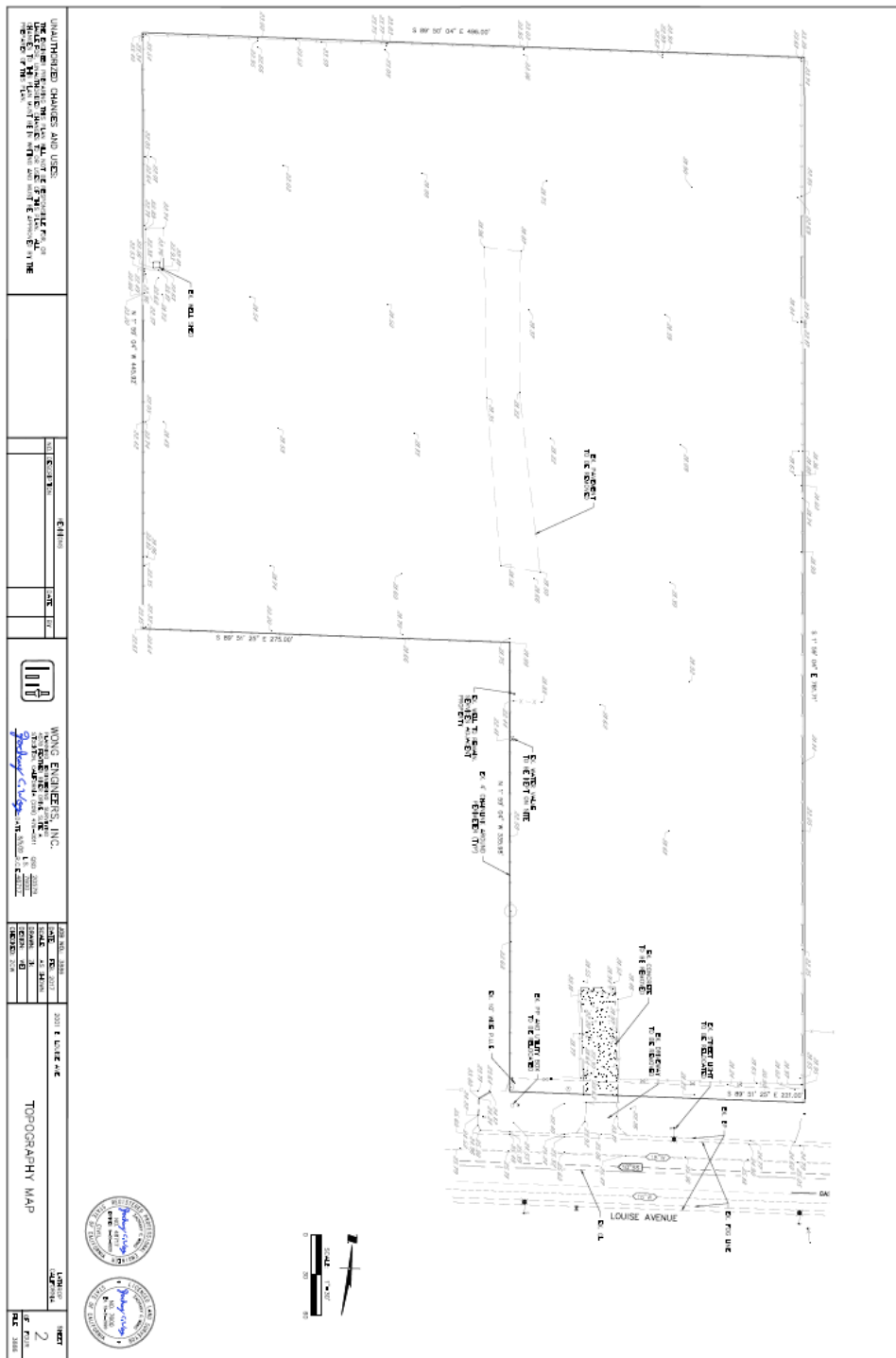


Figure 2 – Project Plans

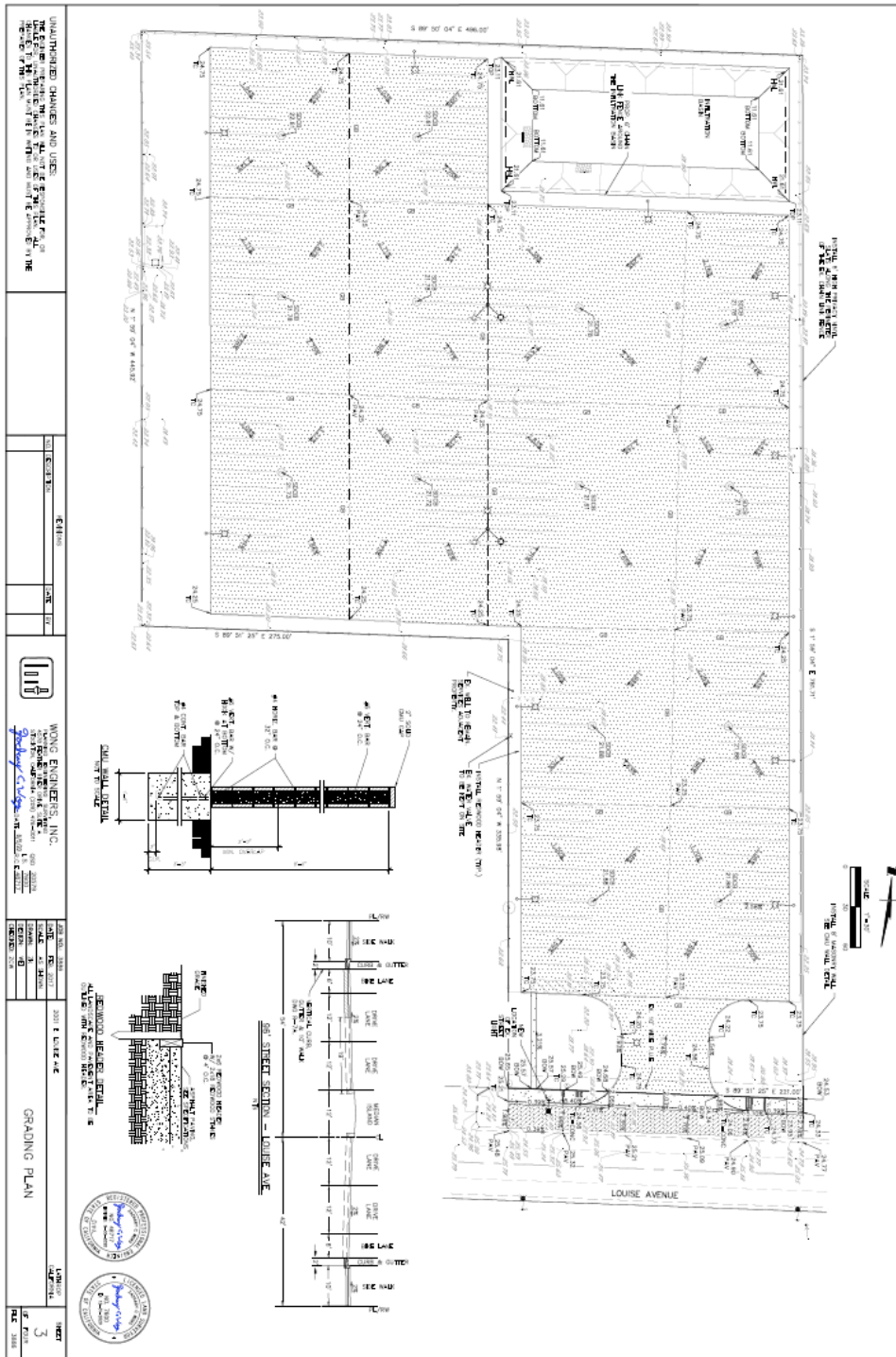


Figure 2 – Project Plans

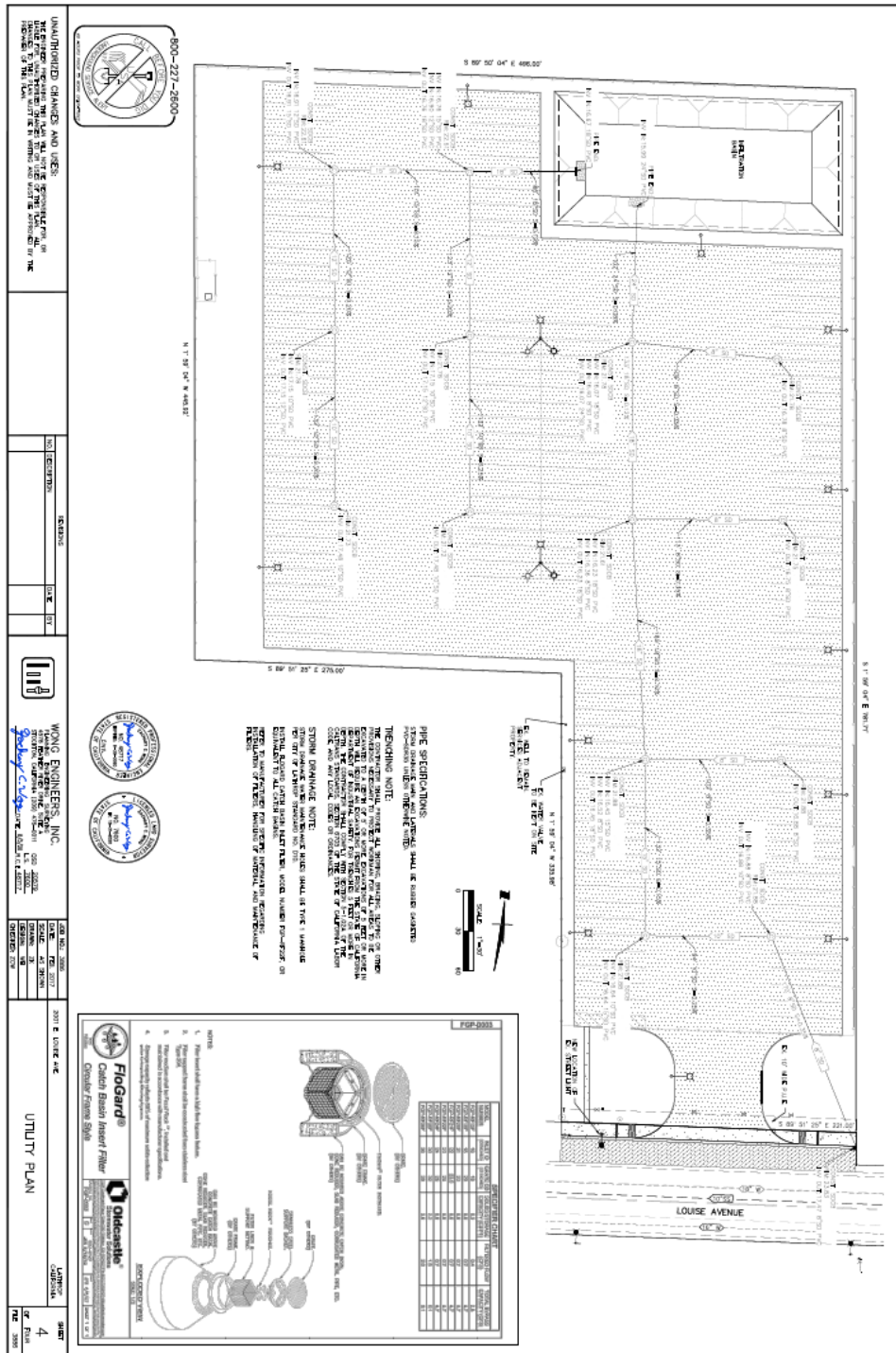
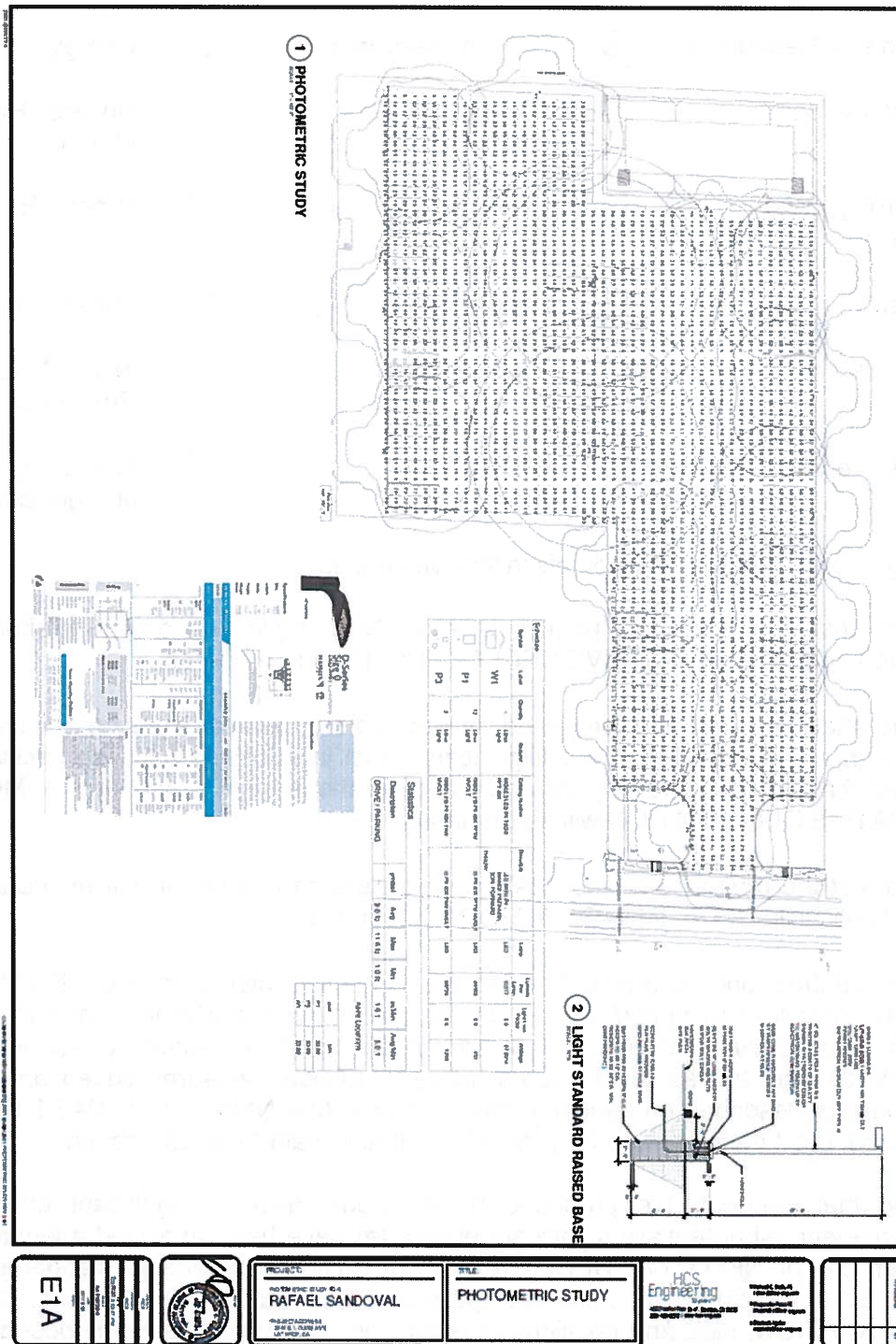




Figure 2 – Project Plans



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 checked="" type="checkbox"/> Air Quality             |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy                             |
| <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                | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utility/Service Systems         | <input type="checkbox"/> Wildfire                      | <input type="checkbox"/> Mandatory Findings of Significance |

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 March 25, 2021  
 Printed name: David Niskanen, Contract Planner Phone: (209) 941-7297

## SUMMARY OF MITIGATION MEASURES

The following is a summary of the mitigation measures identified within this Initial Study/Mitigated Negative Declaration (IS/MND). For detailed description regarding the potential impacts of the proposed project, please refer to the Environmental Checklist presented below:

### **Air Quality:**

**Mitigation Measure AIR-1:** *The Project Applicant shall implement a Dust Control Plan, Best Performance Standards (BPS), and an Indirect Source Review (ISR) as part of the project construction and operation. In addition, the Applicant shall obtain approval from the SJVAPCD of an Air Impact Assessment in accordance with Rule 9510 (as required under SJVAPCD Regulation VIII and IX), prior to issuance of any construction permits. All requirements of the Air Impact Assessment shall be implemented as part of the project construction and operation.*

### **Biological Resources:**

**Mitigation Measure BIO-1:** *The project shall participate in and obtain coverage under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Any applicable fees identified by the SJMSCP per acre of coverage shall be paid prior to the initiation of any site disturbance, and written verification shall be provided to the City of Lathrop. Prior to ground disturbance, the project applicant shall adhere to applicable SJMSCP provisions to mitigate for any proportionate loss of potential wildlife habitat from the project site by implementing any Incidental Take Minimization Measures identified by the San Joaquin Council of Governments pursuant to applicable provisions of the SJMSCP.*

### **Cultural Resources:**

**Mitigation Measure CUL-1:** *if buried cultural or paleontological resources are inadvertently discovered during ground-disturbing activities, work shall be stopped within 100 feet of the find until a qualified archaeologist or paleontologist can assess the significance of the find. If necessary, the archaeologist or paleontologist will develop appropriate treatment measures in consultation with the City of Lathrop Department of Public Works and Community Development Department, and other agencies as appropriate, which shall be implemented during project construction. Prior to construction, construction personnel shall receive a brief “tailgate” training by a qualified archaeologist in the identification of paleontological resources and buried cultural resources, including human remains, and protocol for notification should such resources be discovered during construction work.*

EVALUATION OF ENVIRONMENTAL FACTORS:

I. <u>AESTHETICS</u> – Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**Existing Setting**

Currently, the project site is vacant and undeveloped. As discussed in the Project Description, the site was utilized as an outdoor storage yard for commercial vehicle trailers and more recently, modular temporary office trailers. Generally, the site is located within an urbanized industrial and service commercial area. Commercial truck and trailer storage yard uses are located to the north, an industrial warehouse to the east, commercial truck storage and dealership uses to the south, and commercial uses to the west. Per the California Scenic Highway Mapping System, the project site is not located near a State Scenic Highway.

**Impacts Discussion**

(a-d) The project area is located in an urban setting which is surrounded by mostly developed industrial and commercial zoned land. According to the California Scenic Highway Mapping System, the closest Officially Designated Scenic Highway is State Route 580, located in west San Joaquin County.

The development of the site and area is planned for and anticipated under the City of Lathrop General Plan and Municipal Code for Commercial Service Uses. The proposed use of a truck trailer parking facility is consistent with the adjacent properties and surrounding area and is a use identified as a permitted use within the Service Commercial Zoning District. Light sources associated with the proposed project include site lighting.



Lighting sources are required to be consistent with the City's Municipal Code, including Section 17.76.030, which requires parking lots, driveways, trash enclosure/areas to be illuminated during the hours of darkness with a minimum maintained one foot-candle of light and an average not to exceed four (4) foot-candles of light. Additionally, the Municipal Code requires parking lot lighting to be deflected away from abutting sites so as to not cause annoying glare to such sites.

The proposed project site is adjacent to one (1) existing single-family residence, located to the south-east of the proposed project. The proposed project will include the development of a truck trailer parking facility and include associated site improvements such a lighting along drive-ways and parking areas. However, the project is required to shield and deflect lighting away from abutting sites, including the adjacent residential use. Additionally, an eight (8) tall masonry wall will be construction along the property line of the adjacent property, which may provide additional shielding from site and vehicle lighting. Therefore, the proposed project will have a **Less Than Significant Impact**.

#### **Mitigation Measures**

No Mitigation Measures are required.

**II. AGRICULTURE AND FORESTRY 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. In determining whether impacts to forest resources, including timberland, are significant environment effects, lead agencies may refer to information compiled by the California Dept. of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

**Existing Setting**

Currently, the project site is vacant and undeveloped. As discussed in the Project Description, the site was utilized as an outdoor storage yard for commercial vehicle trailers and more recently, modular temporary office trailers.

Generally, the site is located within an urbanized industrial and service commercial area. Commercial truck and trailer storage yard uses are located to the north, an industrial warehouse to the east, commercial truck storage and dealership uses to the south, and commercial uses to the west. The southern portion of the project site is paved along E. Louise Avenue in association with the previous use (outdoor storage).

### **Impacts Discussion**

(a-e) The proposed project site is planned and designated on the Lathrop General Plan for service commercial uses. Although the project site is vacant and undeveloped, the site is not used for agricultural purposes. Historically, the project site as used for outdoor storage of commercial vehicle trails and modular temporary office trailers.

According to the Department of Conservation Farmland Mapping and Monitoring Program, the site is identified as Semi-Agricultural and Rural Commercial Land (Dept. of Conservation, 2016). Semi-Agricultural and Rural Commercial Land is described as farmsteads, agricultural storage and packing sheds, unpaved parking areas, composting facilities, equine facilities, firewood lots, and campgrounds. The property is not under a Williamson act Contract and does not involve the rezoning of forest land or conversation of forest land to non-forest use. The proposal involves the construction of a commercial truck parking facility that includes 147 truck trailer parking spaces on a 6.78-acre site. The proposal does not include the conversion of important farmland as designated by the Department of Conservation or by the City's General Plan – the site has historically been used as an outdoor storage yard for commercial vehicle trails and more recently, modular temporary office trailers. Therefore, the proposed project will have a **Less Than Significant Impact**.

### **Mitigation Measures**

No Mitigation Measures 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:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainable under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely, affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Environmental Setting**

The project site is located in the City of Lathrop in the northern portion of the San Joaquin Valley, a portion of the San Joaquin Valley Air Basin. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the Air Basin. Both the Air Basin and the jurisdiction of the SJVAPCD are comprised of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings and Tulare Counties, and the valley portion of Kern County.

Both the State of California and the federal government have established ambient air quality standards for criteria air pollutants. Both ambient air quality standards define clean air, but the State has one set of standards, while the federal government has two. The primary federal standards are established to protect the health of the most sensitive individuals. Federal secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animal, crops, vegetation, and buildings. Both the State and the federal government have established standards for six “criteria” pollutants, but the State has established standards for additional pollutants. Table 1 lists the criteria pollutants and the status of attainment of the ambient air quality standards for each pollutant by the San Joaquin Valley Air Basin.

The San Joaquin Valley Air Basin is designated as non-attainment for ozone. Ozone is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. Ozone precursors, which include reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>), react in the atmosphere in the presence of sunlight to form ozone. Ozone is a respiratory irritant and an oxidant that increase susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. The SJVAPCD currently has in place the 2016 Plan for the 2008 8-Hour Ozone Standard.

The Air Basin is also designated a non-attainment area for respirable particulate matter, a mixture of solid and liquid particles suspended in air, including dust, pollen, soot, smoke, and liquid droplets. In San Joaquin County, particulate matter is generated by a mix of rural and urban sources, including agricultural activities, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled; consequently, both the federal and state air quality standards for particulate matter apply to particulates 10 microns or less in diameter (PM10) as well as to particulates less than 2.5 microns in diameter (PM2.5), which are carried deeper in the lungs. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis, and respiratory illness in children. The SVAPCD currently has in place the 2007 PM10 Maintenance Plan and the 2015 PM2.5 Plan for compliance with the particulate matter standards.

<b>San Joaquin Valley Attainment Status</b>		
<b>Pollutant</b>	<b>Designation/Classification</b>	
	<b>Federal Standards</b>	<b>State Standards</b>
Ozone – One Hour	No Federal Standard	Nonattainment/Severe
Ozone – Eight Hour	Nonattainment/Extreme	Nonattainment
PM 10	Attainment	Nonattainment
PM 2.5	Nonattainment	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particulates	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment
Source: SJVAPCD, 2020 <a href="https://www.valleyair.org/aqinfo/attainment.htm">https://www.valleyair.org/aqinfo/attainment.htm</a>		

Carbon monoxide (CO) is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels and is emitted directly into the air, unlike ozone. The main source of CO in the San Joaquin Valley is on-road motor vehicles. High CO concentrations occur in areas of limited geographic size, sometime referred to as “hot spots”, which are ordinarily associated with areas of highly congested traffic. A State Implementation Plan for carbon monoxide has been adopted by the California Air Resources Board (ARB) for the entire state.

In addition to the criteria pollutants, the ARB has also identified other air pollutants as toxic air contaminants (TACs) – pollutants that are carcinogenic (i.e. cause cancer) or that may cause other adverse short-term or long-term health effects. Diesel particulate matter, considered a carcinogen, is the most common TAC, as it is a product of combustion in diesel engines. Other TACs are less common and are typically associated with industrial operations.

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

*Regulation VIII (Fugitive Dust PM<sub>10</sub> Prohibitions)*

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

*Rule 4101 (Visible Emissions)*

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

*Rule 9510 (Indirect Source Review)*

Rule 9510, also known as the Indirect Source Rule, is intended to reduce or mitigate construction and operational emissions of NO<sub>x</sub> and PM<sub>10</sub> generated by new development, either directly and/or by payment of off-site mitigation fees. Construction emissions of NO<sub>x</sub> and PM<sub>10</sub> exhaust must be reduced by 20% and 45% respectively. Operational emissions of NO<sub>x</sub> and PM<sub>10</sub> must be reduced by 33.3% and 50%, respectively. Rule 9510 applies to projects that equal or exceed 9,000 square feet of disturbed area; therefore, the proposed project would be subject to this rule.

Additionally, the SJVAPCD has developed a Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI), dated March 19, 2015, 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:

Pollutant/Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
	<i>Emissions (tpy)</i>	<i>Emissions (tpy)</i>	<i>Emissions (tpy)</i>
CO	100	100	100
NO <sub>x</sub>	10	10	10
ROG	10	10	10
SO <sub>x</sub>	27	27	27
PM <sub>10</sub>	15	15	15
PM <sub>2.5</sub>	15	15	15

### **Impacts Discussion**

(a) Implementation of Mitigation Measure AIR-1 below would result in the Project being consistent with SJVAPCD rules and regulations. SJVAPCD's rules to reduce emission consistent with the State Implementation Plan commitments would apply based on the applicant Rules 9510 (Indirect Source Review) of Regulation IX and Rules 8021, 8031, 8041, 8051, 8061 and 8071 of Regulation VIII. Compliance with the SJVAPCD requirements ensures that there will be no significant air quality impacts. With implementation of Mitigation Measure AIR-1, the project will have a **Less Than Significant Impact with Mitigation Incorporated**.

The City received a letter from SJVAPCD on September 24, 2020 stating that based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NO<sub>x</sub>), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SO<sub>x</sub>), 15 tons per year of particulate matter of 10 microns or less in size (PM<sub>10</sub>), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM<sub>2.5</sub>).

(b-d) As noted in (a) above, project operational emissions would not exceed SJAVPCD's significance thresholds. Future attainment of federal and State ambient air quality standards is a function of successful implementation of SJVAPCD's attainment plans. Consequently, the application of significance thresholds for criteria pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Pursuant to the SJVAPCD's guidance, if project-specific emissions would be less than the thresholds of significance for criteria pollutants, the project would not be expected to result in a cumulatively considerable net increase in any criteria pollutant for which the SJVAPCD is in nonattainment under applicable federal or State ambient air quality standards. Therefore, cumulative impacts on air quality is considered **Less Than Significant**.

"Sensitive receptors" refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and school yards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Emissions of pollutants, including TACs, in sufficient concentrations and in close proximity to sensitive receptors, could have adverse health impacts. There are two (2) existing residential single-family homes with the project vicinity, to the south-east adjacent to the project site (approximately 31 feet from the project site) and to the west along McKinley Avenue (approximately 378 feet from the project site). However, construction emission is expected to be temporary in nature and not expected to be a significant impact to sensitive receptors in the area. As noted in (a) above, project operational emissions would not exceed SJVAPCD's significance thresholds. Therefore, impacts to sensitive receptors is considered **Less Than Significant**.

The project would result in localized odors during construction, mainly from equipment emissions, but they would not have any substantial or long-lasting adverse effect on people, particularly given that construction activities would be temporary. Project operations, consisting of the storage of commercial vehicle trailers would not generate any significant objectionable odors. Emissions of diesel particulate matter, a TAC, would be generated by truck traffic to and from the project site. As discussed in the Project Description, the project site is to be utilized as an overflow property to store empty truck trailers. The property will be leased to a company that will drop off empty trailers for long-term storage.

As such, minimal activity is expected between the first and last two (2) weeks of the lease in terms of dropping off and picking up trailers. During holidays, there will be less trailers stored at the parking lot due to increased use by vendors. As such, the long-term use of the project site is for the storage of empty truck trailers and not expected to have a significant impact as it relates to odors or TACs. Therefore, impacts related to odors is considered **Less Than Significant**.

**Mitigation Measures**

***Mitigation Measure AIR-1:*** *The Project Applicant shall implement a Dust Control Plan, Best Performance Standards (BPS), and an Indirect Source Review (ISR) as part of the project construction and operation. In addition, the Applicant shall obtain approval from the SJVAPCD of an Air Impact Assessment in accordance with Rule 9510 (as required under SJVAPCD Regulation VIII and IX), prior to issuance of any construction permits. All requirements of the Air Impact Assessment shall be implemented as part of the project construction and operation.*



<u>IV. BIOLOGICAL RESOURCES:</u> - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 state or federally protected wetlands (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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Existing Setting**

Currently, the project site is vacant and undeveloped. As discussed in the Project Description, the site was utilized as an outdoor storage yard for commercial vehicle trailers and more recently, modular temporary office trailers. Generally, the site is located within an urbanized industrial and service commercial area. Commercial truck and trailer storage yard uses are located to the north, an industrial warehouse to the east, commercial truck storage and dealership uses to the south, and commercial uses to the west. The southern portion of the project site is paved along E. Louise Avenue in association with the previous use (outdoor storage).

The project site is relatively flat vacant land, which is disked periodically to reduce vegetation. There is existing concrete on the southern portion of the site that served as a driveway in past outdoor storage operations of modular offices. The predominant vegetation consists of grasses. There are no trees or shrubs on the project site and there are no streams on or near the site. A well building is located along the western portion of the project site.

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

Waters of the U.S. include navigable waterways, their tributaries, and adjacent wetlands. More specifically, Waters of the U.S. encompass territorial seas, tidal waters, and non-tidal waters, along with perennial and intermittent creeks and drainages; lakes, seeps, and springs; emergent marshes; riparian wetlands; and seasonal wetlands. Under Section 404 of the Clean Water Act, a permit issued by the U.S. Army Corps of Engineers must be secured prior to the discharge of dredged or fill materials into these waters. The site was inspected for the presence of Waters and wetlands; no Waters or wetlands exist on the project site.

The San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) is a comprehensive program assessing and mitigating the biological impacts of converting open space or biologically sensitive lands to urban development in San Joaquin County, including the City of Lathrop. For the conversion of open space to non-open space uses that affect covered plant, fish, and wildlife species, the SJMSCP provides three (3) compensation methods: preservation of existing sensitive lands, creation of new comparable habitat on the project site, or payment of fees that would be used to secure preserve lands outside the project site. In addition to fee payments, the SJMSCP identifies and requires the developer to abide by Incidental Take Minimization Measures, which are protection measures that avoid direct development on special-status species. The San Joaquin Council of Governments (SJCOG) implements the SJMSCP on a project-by-project basis.

The City of Lathrop is a participant in the SJMSCP and requires new development to participate in the Plan. The project site is located in a No Fee Zone; nevertheless, the project site would still require a biological survey, and the project would be required to implement any Incidental Take Minimization Measures recommended by SJCOG.

### **Impacts Discussion**

(a) The project is in an service commercial and industrial area with substantial existing urban development, so the site is not expected to support substantial and wildlife beyond what currently exists. There is no substantial evidence that any special-status species use occurs on the project site based on the lack of, or low quality of, habitat, and the urbanized nature of the surrounding area.

However, the project will nonetheless be required to participate in the SJMSCP, which would reduce or avoid impacts on the two (2) special-status species that could occur – Swainson's hawk and burrowing owl. Participation in the SJMSCP is required by City policy, since the City is an implementing agency, and would be ensured by compliance with Mitigation Measure BIO-1 below. Implementation of the mitigation measure would avoid or reduce impacts on special-status species and other biological resources to a level that would be **Less Than Significant with Mitigation Incorporated**.

(b) There is no riparian habitat on the project site, as there are no streams on or near the project site. No other sensitive habitats were identified. The project site is located 2.5+ miles to the east of the San Joaquin River, the closest easily identifiable riparian habitat. Therefore, the proposed project will have **No Impact** on these habitats.

(c) As noted above, there are no streams on or near the project site. A query of the National Wetlands Inventory (<https://www.fws.gov/wetlands/>), showed that no wetlands or other Waters of the U.S. were identified on the project site. Given the periodic disking of the project site, it is unlikely that there are intact wetlands such as vernal pools. Therefore, the proposed project will have a **Less Than Significant Impact**.

(d) There are no trees that could support substantial use by migratory birds. Given then surrounding urban development, it is unlikely that the project site would be used as a wildlife corridor. As discussed in in (a) above, there is unlikely to be any burrowing owl nesting habitat due to the periodic disking of the site. Nevertheless, burrowing owl is one of the species covered by the SJMSCP, participation in which is required by the project. Therefore, project impacts on wildlife corridors and nesting sites would be **Less Than Significant**.

(e) Lathrop Municipal Code (LMC) Chapter 12.28: *Protection of Water Courses* contains provisions designed to protect water courses. As there are no water courses on the project site, this section would not apply to the project. There are no other local policies or ordinances protecting biological resources that would apply to the project. Therefore, the proposed project will have **No Impact** on local biological requirements.

(f) As discussed in (a) above, the project would implement Mitigation Measure BIO-1, which would require participation in the SJMSCP, including payment of required fees and implementation of any applicable Incidental Take Minimization Measures. No other habitat conservation plans apply to the project site. Therefore, the project would not conflict with applicable habitat conservation plans with implementation of mitigation and is considered **Less Than Significant with Mitigation Incorporated**.

### **Mitigation Measures**

***Mitigation Measure BIO-1: The project shall participate in and obtain coverage under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Any applicable fees identified by the SJMSCP per acre of coverage shall be paid prior to the initiation of any site disturbance, and written verification shall be provided to the City of Lathrop. Prior to ground disturbance, the project applicant shall adhere to applicable SJMSCP provisions to mitigate for any proportionate loss of potential wildlife habitat from the project site by implementing any Incidental Take Minimization Measures identified by the San Joaquin Council of Governments pursuant to applicable provisions of the SJMSCP.***

V. CULTURAL RESOURCES - Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Existing Setting**

The Lathrop area is within the traditional area of the Northern Valley Yokuts. A major Yokuts village along with other artifacts have been recorded (City of Lathrop 1991). The City of Lathrop was founded in 1870 and was incorporated in 1989. The Lathrop General Plan EIR identified only one (1) historical resources in the Lathrop area – a house on Fifth Street (City of Lathrop 1991).

**Impacts Discussion**

(a) The project site is surrounded by existing commercial and industrial uses which have been developed adjacent to all sides of the project site. The site is not listed, nor does it contain any identified resources which are eligible, or determined to be eligible by the State Historical Resources Commission. Therefore, the proposed project will have **No Impact**.

(b) There are no known prehistoric archaeological resources reported on the project site or in the immediate vicinity. However, there is a potential for previously unknown subsurface resources are uncovered during project work. Mitigation Measure CUL-1 is included which requires work to be stopped when cultural resources are uncovered until these resources can be evaluated by a qualified archaeologist and recommendations made for their proper disposition. Implementation of this Mitigation Measure would reduce cultural resource impacts to a level that would be **Less Than Significant with Mitigation Incorporated**.

(c) Given periodic disking of the project site, it is unlikely that any intact human burials would be encountered. However, should any human remains be encountered during project construction, construction activities could have a potentially significant adverse impact, especially if the remains are Native American in origin. CEQA Guidelines Section 15064.5(e) sets forth procedures to be followed should any human remains be uncovered, with special requirements for burials determined to be Native American.

Should remains be discovered, the County Coroner must determine that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or designee, in the manner provided in Section 5097.98 of the Public Resources Code. The County Coroner shall make the determination within two working days from the time the person responsible for the excavation, or designee, notifies the County Coroner of the discovery or recognition of the human remains. If the County Coroner identifies the remains to be of Native American origin, or has reason to believe that the remains are those of Native American origin, the County Coroner must contact the California NAHC within 24 hours. The NAHC representative will then alert a Native American MLD to conduct an inspection of the site and to determine the following course of treatment and action. Additionally, *State CEQA Guidelines* Section 15064.5 sets forth a procedure if human remains are found on lands outside of federal jurisdiction.

Section 7050.5 of the California Health and Safety Code protects Native American burials, remains, and associated grave artifacts in the event that they are discovered in any location other than a designated cemetery. The Code mandates the immediate stop of excavation in the site as well as any adjacent or overlying area where the remains or associated item is found, and provides for the sensitive disposition of those remains. Therefore, the project will have a **Less Than Significant Impact**.

#### **Mitigation Measures**

***Mitigation Measure CUL-1: if buried cultural or paleontological resources are inadvertently discovered during ground-disturbing activities, work shall be stopped within 100 feet of the find until a qualified archaeologist or paleontologist can assess the significance of the find. If necessary, the archaeologist or paleontologist will develop appropriate treatment measures in consultation with the City of Lathrop Department of Public Works and Community Development Department, and other agencies as appropriate, which shall be implemented during project construction. Prior to construction, construction personnel shall receive a brief “tailgate” training by a qualified archaeologist in the identification of paleontological resources and buried cultural resources, including human remains, and protocol for notification should such resources be discovered during construction work.***

VI. ENERGY - Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Existing Setting**

Electricity is a major energy source for residences and businesses in California. In San Joaquin County, based upon the most recent information available, San Joaquin County residents collectively consumed nearly two (2) million kilowatts (2,000 gigawatts) of electricity in 2017 (SJCOG). In 2019, natural gas consumption in San Joaquin County totaled approximately 259.4 million therms, of which approximately 170.2 million therms were consumed by non-residential uses and the remainder by residential uses (CEC, 2019).

The State of California has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Code of Regulations, Title 24, Part 6 of Title 24 referred to as the California Energy Code. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen, which became mandatory in 2011. CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, and interior environmental quality. It also mentions energy efficiency, although CALGreen defers to the Energy Code for actions. The City has adopted the 2019 versions of both the California Energy Code and CALGreen.

**Impacts Discussion**

(a) Project construction would involve fuel consumption and use of other non-renewable resources. Construction equipment used for such improvements typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. However, construction-relate fuel consumption would be finite, short-term and consistent with construction activities of a similar character. This energy use would not be considered wasteful, inefficient, or unnecessary.

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used as part of project construction. This electrical consumption would be consistent with construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient or unnecessary, especially since fossil fuel consumption would be reduced.

The proposed project does not involve the construction of any buildings. The proposed project includes the construction of a commercial truck trailer parking facility that includes 147 truck trailer parking spaces on a 6.78-acre site.

Operational impacts to energy consumption would occur with the deliver and pick-up of commercial truck trailers, which would occur at an on-going basis. Overall, project construction and operations would not consume energy resources in a manner considered wasteful, inefficient, or unnecessary. Therefore, the proposed project will have a **Less Than Significant Impact** related to energy consumption.

(b) The City does not have adopted plans for renewable energy or energy efficiency, however, the City has adopted the 2019 versions of both the California Energy Code and CALGreen, which contain provisions that promote energy efficiency. The project would be required to comply with the applicable requirements of these two codes, which are designed to forward State energy conservation goals. Therefore, project impacts related to energy plans is considered **Less Than Significant**.

**Mitigation Measures**

No Mitigation Measures are required.

	Potentially Significant Impact	Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Existing Setting**



The project area, along with the rest of Lathrop, is located in a seismically active region. The California Geological Survey does not list Lathrop in an area included in the Alquist-Priolo Earthquake Fault Zones (California Geological Survey 2015). However, San Joaquin County is subject to seismic shaking from fault features located to the east and west of San Joaquin County, including the Hayward/Rodgers Creek, San Andreas, and Calaveras Faults (San Joaquin County 2009).

Potential seismic hazards include ground rupture (also called surface faulting), ground shaking, liquefaction, and lateral spreading. Soil compaction and settlement can result from seismic ground shaking. If the sediments which compact during an earthquake are saturated, water from void is forced to the ground surface, where it emerges in the form of mud spouts or sand boils – a process called liquefaction. Based on known information, areas of the County with groundwater less than 50 feet from ground surface in unconsolidated sediment are susceptible to liquefaction, including levees, wetlands and lands near river courses (San Joaquin County 2009).

### **Impacts Discussion**

(a-d) The project site is subject to ground shaking from faults located east and west of the County. During an earthquake event, structures can be subjected to near-source ground motion that may be damaging to structures, if the effects of potential ground motion have not been considered in the structural design. Although there are no buildings proposed, the project would be required to comply with the 2019 California Building Standards Code (California Code of Regulations, Title 24, Parts 1-12), which has been adopted by the City. According to the most recent groundwater report available from the San Joaquin County Flood Control and Water Conservation District, groundwater in the vicinity of the project site is 30 feet below ground surface (San Joaquin County Flood Control District 2016). 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 Page 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. The proposed project includes the development of a truck trailer parking facility and no buildings are proposed.

Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils and fine grained low plasticity soils exist below groundwater. The California Geologic Survey (CGS) has designed certain areas within California as potential liquefaction hazard zones. These are areas considered at a risk of liquefaction-related ground failure during a seismic event, based upon mapped surficial deposits and the presence of a relatively shallow water table. Therefore, the proposed project will have a **Less Than Significant Impact**.

(e) The project would not require an onsite sewage disposal system; no buildings are proposed as part of the project. As a result, the project is not required to connect to sewer. Therefore, the proposed project will have **No Impact** as it relates to the adequacy of soils for sewage disposal.

(f) The Modesto Formation underlying the project site has been a source of paleontological resources. Given the periodic disking of the project site, it is unlikely that intact paleontological resources would be found; however, there is a possibility that unknown paleontological resources could be uncovered during construction. Mitigation Measure CUL-1 would require work to be stopped when paleontological resources are uncovered until these resources can be evaluated by a qualified paleontologist and recommendations made for their disposition. Implementation of this mitigation measure would reduce paleontological resource impacts to a level that would be **Less Than Significant**.

**Mitigation Measures**

No Mitigation Measures are required.

Less Than

VIII. GREENHOUSE GAS EMISSIONS Would the project:

		Significant		
	Potentially	With	Less Than	
	Significant	Mitigation	Significant	No
	Impact	Incorporated	Impact	Impact

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

**Environmental Setting**

The City of Lathrop does not have an adopted Climate Action Plan (CAP) or other greenhouse gas reduction strategy. 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).

**Impacts Discussion**

(a) The project will result in short term increase in GHG due to construction related activities as 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 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. Therefore, the proposed project will have a **Less Than Significant Impact**.

(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 (Mitigation Measure AIR-1). No further Mitigation measures are required. Therefore, the proposed project will have a **Less Than Significant Impact**.

**Mitigation Measures**

No Mitigation Measures are required.

Less Than Significant

IX. HAZARDS AND HAZARDOUS MATERIALS Would

the project:

	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>
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) 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"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Environmental Setting**

Hazardous material site of all statuses are recorded in the GeoTracker database, maintained by the SSWRCB, and the EnviroStor database, maintained by the Department of Toxic Substances Control. Review of GeoTracker and EnviroSor database searches conducted in connection with this IS/MND, found no record of active hazardous material sites on or near the project site.

Various federal and State laws and regulations cover the transportation, storage, and disposal of hazardous materials. The Unified Hazardous Waste and Hazardous Management Regulatory Program, enacted in 1993, is a state and local effort to consolidate, coordinate, and make consistent existing programs regulating hazardous waste and hazardous materials management.

The Unified Program is implemented at the local level by a Certified Unified Program Agency. The San Joaquin County Environmental Health Department was approved by the State as the Certified Unified Program Agency for the County and its incorporated cities.

The County Environmental Health Department, in its capacity as the Certified Unified Program Agency, administers various hazardous material programs, including the management and record keeping of hazardous materials through the Hazardous Waste Control Law and issue hazardous materials/waste permits to businesses that handle quantities greater than or equal to 55 gallons of liquid, 500 pounds of solid, or 200 cubic feet of compressed gas at any given time. Businesses issued these permits are required to submit a Hazardous Materials Business Plan, which includes an inventory of hazardous materials and hazardous wastes, and an energy response plan for incidents involving hazardous materials and wastes.

### **Impacts Discussion**

(a-c) Subject to compliance with local, state and federal law, the proposed Project's construction and operation will not transport, use, or dispose of substantial quantities of hazardous materials. The construction of the truck parking facility 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.

The closest existing school is the Lathrop Elementary School located to the North approximately 2,822± feet to the northwest. The proposed project will not result in any significant impacts related to hazards or hazardous material will affect existing or currently proposed school sites. Therefore, the proposed project will have a **Less Than Significant Impact**.

(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. Therefore, the proposed project will have **No Impact**.

(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.

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 the closest cross-street, McKinley Avenue) 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. Therefore, the proposed project will have a **Less Than Significant Impact**.

(g) The project site is in a predominantly developed area and therefore is not susceptible to any substantial wildland fire hazards. Additionally, the project would reduce the existing fire hazard on the currently vacant parcel by replacing the existing grasses and weeds with paved parking areas. Project impacts related to wildland fire hazards would be **Less Than Significant**.

**Mitigation Measures**

No Mitigation Measures are required.

**X. HYDROLOGY AND WATER QUALITY** – Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage patten 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Environmental Setting**

The City of Lathrop is located in the Sacramento-San Joaquin Delta region, a 600-square mile area of channels and islands at the confluence of the Sacramento and San Joaquin Rivers; the project site is, however, outside of the Delta Secondary Zone. The project site is relatively flat and has no streams, ponds, or other bodies of water. There are no drainage facilities on the project site; runoff percolates into the permeable soils.

The surface water quality in the valley and Delta regions is managed by the RWQCB, by means of The Water Quality Control Plan for the Sacramento River and San Joaquin River Basins, revised most recently in June 2015. The beneficial uses of surface waters in the general Lathrop region include municipal and domestic water supply; contact and non-contact recreation; commercial and sport fishing; migration of aquatic organisms; wildlife habitat; and habitat for rare, threatened, and endangered species. The State Water Resource Control Board (SWRCB) determined that the quality of these waters does not fully support all of the beneficial uses assigned to the water bodies in the project area. Water quality impacts are a result of tidal fluctuations; Sacramento River and San Joaquin River inflows; local agricultural, industrial, and municipal diversions and returns; and inadequate channel capacities.

The project site is located within the eastern San Joaquin County groundwater basin. Most of the fresh groundwater is unconfined and at depths of less than 2,500 feet. The groundwater surface in the Lathrop area generally slopes from south to north. Within the project vicinity, groundwater is shallow as a result of the low elevation and proximity to the San Joaquin River channel. Groundwater at the project site is approximately 30 feet below ground surface according to the most recent groundwater report available from the San Joaquin County Flood Control and Water Conservation District (San Joaquin County Flood Control District Fall 2016).

The State's Sustainable Groundwater Management Act requires the formation of local groundwater sustainability agencies that must assess conditions in their local water basins and adopt locally-based Groundwater Sustainability Plans for sustainable use of groundwater and avoidance of overdraft. Plans for "critically overdrafted" basins must have been completed by January 31, 2020, while plans for high- and medium-priority basins have an adoption deadline of January 31, 2022. In 2019, the City established the City of Lathrop Groundwater Sustainability Agency, which covers the entire City that is not part of the Stewart Tract, which has its own agency. The project site is within the boundaries of the Lathrop Groundwater Sustainability Agency. The 2019 action also detaches the City legally from the Eastern San Joaquin Groundwater Subbasin and adds it to the Tracy Subbasin. Seven GSAs in the Tracy Subbasin are beginning the process of working cooperatively to develop a single GSA for the Tracy Subbasin.

Several geohydrologic formations underlie the Lathrop area; however, only the top two, the Victor and Laguna formations, are currently used as a source of fresh water. The Victor formation, the uppermost formation, extends from the ground surface to a maximum depth of approximately 150 feet. The underlying Laguna formation is hydrologically connected to the Victor formation and is estimated to be about 1,000 feet thick in the area of the project area. Most of the municipal and industrial wells in the Lathrop area penetrate through the Victor formation into the deeper Laguna formation. Because of saltwater intrusion into the Delta region of the County, and because of infiltration of runoff from the San Joaquin River, agricultural areas, and urban areas, the quality of groundwater taken from the shallower Victor formation include nitrate, iron, manganese, arsenic and bacteriological and radiological contamination. As a result of bacteriological contamination, the City began chlorinating water at all of its municipal wells in 1996. In general, groundwater within the City currently meets all drinking water standards.

Based on maps prepared by the Federal Emergency Management Agency (FEMA), the project site is located within Zone X, which denotes the area outside the 100-year floodplain but within the 500-year floodplain, or areas protected by levees from a 100-year flood. The 100-year flood is the typical flood for which environmental impacts are evaluated.



According to a dam failure plan prepared by the County Office of Emergency Services, the project site and vicinity is subject to inundation from a potential failure of New Melones Dam and San Luis Dam (San Joaquin County OES 2003).

### **Impacts Discussion**

(a) Project construction work could have an impact on surface water quality due to exposure of soils to potential erosion. As described in Section VII: *Geology and Soils*, the project would need to obtain a Construction General Permit, which would require preparation of a SWPPP. Implementation of the SWPPP would reduce soil erosion impacts, which in turn would ensure that potential surface water quality impacts would be **Less Than Significant**.

Storm water drainage collected from the project site would ultimately be discharged in a manner consistent with the requirements of the City's NPDES MS4 permit regarding storm water quality, including consistency with applicable measures in the Multi-Agency Post-Construction Stormwater Standards Manual. Therefore, project impacts on water quality would be **Less Than Significant**.

(b) The project would connect to the City's water service, which in part relies on groundwater, for landscaping purpose. As discussed in the Project Description, no buildings are proposed as part of the proposed project. Therefore, domestic water is not necessary. Because the project would add impervious surfaces, it would reduce the potential recharge area on the site. However, the project site is designated for service commercial development, not identified as a specific site for groundwater recharge. Therefore, the project would not be expected to interfere substantially with overall recharge of the Eastern San Joaquin Groundwater Subbasin such that there would be an adverse effect on aquifer volume or the groundwater table in the area. As such, project impacts on groundwater supplies and recharge would be **Less Than Significant**.

(c – i, ii, iii) The project would change drainage patterns and increase runoff due to paving of an existing undeveloped site. As illustrated in the project plans, an on-site drainage system would collect all runoff generated on the project site and retain it on site via a retention basin, located in the northern portion of the project site. As discussed in (a) above, stormwater collected from the project site would ultimately be treated and discharged in a manner consistent with the requirements of the City's NPDES MS4 permit and the Multi-Agency Post-Construction Stormwater Standards Manual. Therefore, the proposed project will have a **Less Than Significant Impact**.

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

The project site is within the designated 200-year floodplain that would flood at least three (3) feet in depth during a 200-year flood event, and would thus be subject to local requirements related to SB 5, among them the levee impact fee. The fee would be applied to flood protection improvements that would bring local levees up to 200-year flood protection standards, as well as reduce the possibility of these facilities breaching. Compliance with the applicable levee fee requirement would ensure that project impacts related to 200-year flooding hazards would be **Less Than Significant**.

(d) The project site is not on or near any large bodies of water; therefore, the site would not experience tsunami or seiche hazards and thus be subject to pollutant releases as a result of these events. Therefore, the proposed project will have a **Less Than Significant Impact**.

(e) As discussed in (a) above, project stormwater would be subject to the City's NPDES MS4 permit. The Lathrop Groundwater Sustainability Agency has not adopted a Groundwater Sustainability Plan in accordance with the Sustainable Groundwater Management Act. However, the City is working with the groundwater sustainability agencies in the Tracy Subbasin to prepare and adopt a Groundwater Sustainability Plan by the January 31, 2022 deadline. As noted in (b) above, the project would have no significant impact on groundwater. Therefore, project impacts on water quality and sustainable groundwater plans would be **Less Than Significant**.

**Mitigation Measures**

No Mitigation Measures are required.

XI. LAND USE AND PLANNING - Would the project:

Less Than  
Significant

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

**Environmental Setting**

The project site is within the City of Lathrop in an area that has been developed with commercial and industrial uses. As noted in the Project Description, the project site has a General Plan Land Use Designation of SC, Service Commercial and is within the CS, Commercial Service District. Surrounding land uses and existing settings are detailed in the following table:

Direction	General Plan Land Use Designation	Zoning	Existing Land Use
North	SC, Service Commercial	CS, Service Commercial	Cheema Freightlines; Commercial Truck Terminal.
East	LI, Limited Industrial	IL, Limited Industrial	Pratt Industries; Industrial Warehouse and Distribution Center. A Single Family Residence is located adjacent to the project site, south-east along Louise Avenue.
South	SC, Service Commercial	CS, Service Commercial	TEC Equipment; Commercial Truck Sales, Repair, and Storage.
West	SC, Service Commercial	CS, Service Commercial	Rigmaster; Commercial Truck Repair.

**Impacts Discussion**

(a) The common definition of “community” is a group of people living in the same area. By this definition, the “division of an established community” is a division of an existing residential area. The project site is vacant and undeveloped. No existing residential units are located on the project site. There are two (2) existing residential units adjacent to the project site: one (1) located south-east along Louise Avenue and one (1) to the west along McKinley Avenue. As illustrated above, the project is bounded by primarily existing service commercial and industrial development. Therefore, the proposed project will have **No Impact** as it relates to physically dividing an established community.

(b) The project would be consistent with allowable land uses under the existing General Plan Land Use Designation and Zoning District for the project site, both which allow storage of commercial vehicles and trailers. The project is also consistent with the Commercial policies and Service Commercial intent within the General Plan (Page 4-A-10, -11, and 12). Therefore, the proposed project will have a **No Impact**.

**Mitigation Measures**

No Mitigation Measures are required.

XII. MINERAL RESOURCES - Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Environmental Setting**

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

**Impacts Discussion**

(a-b) The project site is within an commercial and industrial area which does not have any existing mineral extraction activities. The project site is not in any area delineated by the City of Lathrop’s General Plan as having locally important mineral resources, and there are no mineral resource areas of regional importance are on the project site (City of Lathrop 1991). Additionally, the Existing Conditions Report for the General Plan update also indicates no mineral resources on the site (City of Lathrop 2019). Therefore, the proposed project will have **No Impact** as it relates to Mineral Resources.

**Mitigation Measures**

No Mitigation Measures are required.

XIII. NOISE - Would the project result in:

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

**Environmental Setting**

Noise is typically defined as airborne sound that is loud, unpleasant, unexpected, or undesired. Perceptions of sound and noise are highly subjective from person to person. However, measurement systems have been developed to distinguish the relative loudness of sound. The decibel (dB) scale uses the hearing threshold as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels, expressed as dBA. There is a strong correlation between dBA and the way the human ear perceives sound; for this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Lathrop Municipal Code Section 8.20.040 sets standards on acceptable noise levels based on receiving land uses. For example, a noise level above 50 decibels (dB) at nighttime and 60 dB at daytime is considered unacceptable for receiving single-family residential. However, noise levels of up to 70 dB at any time are considered acceptable for receiving light industrial land uses, as they are considered less sensitive to noise. The surrounding land uses are considered more light industrial than commercial uses.

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.

The proposed project includes the construction of a truck trailer parking facility. No buildings are proposed. An 8' tall masonry wall is proposed along the south-eastern property line, adjacent to an existing single-family residence.

### **Impacts Discussion**

(a) The project would generate new noise associated with project operations. Noise sources would include truck maneuvering on-site, idling trucks, and on-site vehicular traffic. Properties surrounding the project site are primarily service commercial and industrial uses with the exception of two (2) existing single-family residences, one (1) located to the south-east along Louise Avenue and one (1) located to the west along McKinley Avenue.

The proposed project would be required to adhere to the City's Noise Ordinance (Section 2.80.040 of the Lathrop Municipal Code), which requires commercial activities to not exceed 66 dB from 10:00 pm to 7:00 am and 65 dB from 7:00 am to 10:00 pm. Therefore, impacts associated with project related noise is **Less Than Significant**.

The project proposes to construct of a truck trailer parking facility. Therefore, the project is expected to increase ambient noise levels in the immediate vicinity of the site. In addition, the project is expected to generate an increase in traffic, which is expected to increase traffic noise along Louise Avenue and McKinley Avenue, in the project vicinity. However, the proposed project is not expected to increase ambient noise levels to a significant level (a 3.0-dB increase) and is therefore less than significant. The project is located zoned for service commercial uses, which are less sensitive to changes in noise levels. As stated above, an 8' tall masonry wall is proposed along the south-eastern property line, adjacent to an existing single-family residence. The masonry wall will reduce ambient noise levels and act as a noise attenuation, dampening ambient noise from the proposed project. Therefore, project impacts on permanent changes in ambient noise levels are considered **Less Than Significant**.

(b) Groundborne vibration is typically associated with transportation facilities, although it is unusual for vibration from sources such as busses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving and operating heavy earth-moving equipment.

The project would likely use some earthmoving equipment during construction. However, their use would be temporary and would cease with the completion of the construction work. As noted above, while trucks would enter and exit the project site, perceptible vibration from trucks is unusual. Project impacts are considered **Less Than Significant**.

(c) The nearest airport is the Stockton Metropolitan Airport at 5000 S. Airport Way in Stockton, California. The project site is located approximately 6 miles south of the airport. The project site is not within the Airport Influence Area and does not conflict with the Airport's Land Use Compatibility Plan. The project is not located near a public or private airport or airstrip, and does not include a residential component. Therefore, the proposed project will have **No Impact**.

**Mitigation Measures**

No Mitigation Measures are required.



XIV. POPULATION AND HOUSING - Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Environmental Setting**

As of January 1, 2020, the population of Lathrop was estimated at 26,833, which is an increase from the 2010 population of 18,023. The estimated number of housing units in Lathrop in 2020 was 7,284, of which approximately 91.7% were single-family detached units (California Department of Finance 2020).

**Impacts Discussion**

(a) The proposed project is a commercial truck trailer parking facility a vacant and undeveloped parcel. The project does not include a residential component. As noted in XI: *Land Use and Planning*, the project would be consistent with the existing General Plan designation of Service Commercial, which bases its growth projections on anticipated development. The project would have **No Impact** related to unplanned population growth.

(b) The project site is undeveloped and vacant and does not include an existing residential unit or development. Development of the proposed therefore would not displace either housing or persons and **No Impact** is anticipated.

**Mitigation Measures**

No Mitigation Measures are required.

**XV. PUBLIC SERVICES**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Environmental Setting**

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 five fire stations: Station #31 on J Street, Station #32 on Union Road, Station #33 on Austin Road, Station #34 in Mossdale Landing, and Station #35 in River Islands.

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 1.0 miles to the northwest.

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 Valverde Park, approximately 1.1 miles to the northwest.

### **Impacts Discussion**

a) The proposed project includes the construction of a new truck trailer parking facility, which would create a demand for fire protection services. The storage of truck trailers and access through the site for Emergency Vehicle Access would be required to comply with City standards as well as Fire codes. Project site circulation is required to meet minimum turn-radii for fire trucks to enter and maneuver through the site. Project impacts on fire protection services would be **Less Than Significant**.

(b) The proposed construction would create a demand for police protection services. However, no new or expanded facilities that could have environmental impacts would be required to serve the project. Project impacts on police protection services would be **Less Than Significant**.

(c) Demand for school services is typically generated by the addition of residents through new housing. The project does not propose new housing, so it would have no direct impacts on school services. The project is not expected to create a demand for school services. Project impacts on school services would be **Less Than Significant**.

(d, e) Demand for parks and public facilities such as libraries is typically generated by new residential development. The project is not expected to create a demand for parks and other public facilities. Project impacts on parks and other public facilities would be **Less Than Significant**.

### **Mitigation Measures**

No Mitigation Measures are required.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Environmental Setting**

Parks and recreational services are provided by the City of Lathrop and by San Joaquin County in their respective jurisdictions. There are no parks or recreational facilities on or in the vicinity of the project site. The nearest City parks to the project site are Manuel Valverde Park to the north-west and Libby Lane Park to the west.

**Impacts Discussion**

(a-b) The proposed project 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. Project impacts on parks and recreational facilities would be considered **No Impact**.

**Mitigation Measures**

No Mitigation Measures are required.

XVII. TRANSPORTATION - Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, ordinance, or policy addressing the circulation system, including public transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3; subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Environmental Setting**

The following is a summary of the relevant local regulations pertaining to transportation.

Senate Bill 743

Senate Bill 743 (SB 743), which became effective September 2013, initiated reforms to the CEQA Guidelines to establish new criteria for determining the significance of transportation impacts that “promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.” Specifically, SB 743 directed the Governor’s Office of Planning and Research (OPR) to update the CEQA Guidelines to replace automobile delay – as described solely by Level of Service (LOS) or similar measures of vehicular capacity or traffic congestion – with Vehicle Miles Traveled (VMT) as the recommended metric for determining the significance of transportation impacts.

In 2018, OPR proposed, and the California Natural Resources Agency adopted, CEQA Guidelines Section 15064.3 that identifies VTM – meaning the amount and distance of automobile travel attributable to a project – as the most appropriate metric to evaluate a project’s transportation impacts under CEQA Section 15064.3 became effective on July 1, 2020.

City of Lathrop VMT Thresholds and Screening Criteria

On September 14, 2020, City Council adopted Resolution 20-4784 to adopt Thresholds of Significance and Screening Criteria for the purposes of analyzing transportation impacts under CEQA related Vehicle Miles Traveled. The City’s adopted Thresholds of Significance and Screening Criteria are consistent with OPR’s recommendations. The following Table are the Thresholds of Significance adopted by the City:

Project Type	Thresholds
Residential Project	A proposed project exceeding a level of 15 percent below existing (baseline) city-wide VMT per household or per resident would indicate a significant transportation impact.
Office Project	A proposed project exceeding a level of 15 percent below existing (baseline) city-wide VMT per employee would indicate a significant transportation impact.
Retail Project	A proposed project resulting in a net increase in existing (baseline) city-wide VMT per employee would indicate a significant transportation impact. This metric reflects the nature of most local-serving retail to distribute existing vehicle trips, rather than generate or induce new vehicle trips and would apply to retail and food projects.
Mixed-Use Project	The City will apply the above applicable residential, office, or retail thresholds for mixed-use projects. Each of the primary land uses would be evaluated independently by applying the relevant threshold above.
<p>Note: Baseline VMT is defined as the average VMT per project type for the City of Lathrop under Baseline Year 2020 conditions using the City of Lathrop Travel Demand Model.</p>	

The OPR Technical Advisory includes suggested methods of screening projects to quickly identify when a project should be expected to cause a Less Than Significant VMT impact without conducting a detailed VMT analysis. The Screening Criteria adopted by the City is consistent with OPR’s Technical Advisory and are as follows:

- Small Projects;
- Projects Located in Low VMT Areas;
- Projects in Proximity to a Major Transit Stop;
- Affordable Housing;
- Local Serving Retail; and
- Transportation Projects.

**Impacts Discussion**

(a) Project construction would occur generally on weekdays between 8:00 a.m. and 7:00 p.m., in accordance with the City of Lathrop Municipal Code Chapter 8.20. Construction equipment and vehicles will be staged on-site. Although the project does not include any characteristics (e.g., permanent road closure or long-term blocking of roadway access) that would physically impair or otherwise interfere with transit, roadways, bicycle facilities, and/or pedestrian facilities in the project vicinity, the project may require temporary lane closures on E. Louise Avenue to allow for utility connections. In order to reduce potential impacts on the local circulation system during project construction, the project would be required to adhere to all applicable City requirements.

For example, an Encroachment Permit is required for installation of frontage improvements (i.e., curb, gutter, and sidewalk) and lane closures and construction schedule will be further defined at that time. Early coordination with affected agencies will ensure that emergency access is maintained. With regards to operation, the project would be required to comply with General Plan policies addressing the circulation system, including roadway, bicycle and pedestrian facilities.

(b) CEQA Guidelines Section 15064.3, subdivision (b) outlines criteria for analyzing transportation impacts in terms of VMT for land use projects and transportation projects. As discussed above, VMT refers to the amount and distance of automobile travel attributable to a project. The City established VMT Thresholds of Significance and Screening Criteria in September 2020 and follows the OPR's Technical Advisory. Per the OPR Technical Advisory, VMT refers to automobile travel by passenger vehicles and light trucks. The definition of "Vehicle Types" per Section 15064.3 of the Government Code states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributed to the project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy duty truck VTM is not included in the Thresholds adopted by the City. In this regard, the analysis for the proposed project is VMT associated with automobile and light truck vehicles, not heavy duty vehicles.

As described in the Project Description, the proposed project involves the construction of a commercial truck trailer parking facility that includes 147 truck trailer parking spaces on a 6.78-acre site. The project site is to be utilized as an overflow property to store empty truck trailers. The project will be leased to a company that will drop off empty trailers for long-term storage. As such, minimal activity is expected between the first and last two (2) weeks of the lease in term of dropping off and picking up trailers. During the holidays, there will be less trailers stored at the property due to increase usage by vendors. No employees are anticipated on-site. Truck drivers will drop off or pick-up trailers only and will leave the property thereafter. As such, the anticipated VMT associated with the proposed project is minimal, as no employees will be traveling to and from the project site on a daily basis. The project would be consistent with CEQA Guidelines Section 15064.3, subdivision (b) and the impact would be **Less Than Significant**.

(c) The proposed project would not construct new roadways or alter existing roadways, outside of completing frontage improvements along E. Louise Avenue. Therefore, operation of the proposed project would not create roadway hazards. Further, design of the proposed project would be subject to review by the City's Public Works Department, including the requirement to obtain an Encroachment Permit for any work within the City's Public Right-of-way (i.e. E. Louise Avenue). Therefore, project impacts related to an increase in hazards due to a geometric design feature are **Less Than Significant**.

(d) Construction of the proposed project may require transportation of heavy construction equipment and would generate trips associated with construction (worker travel, haul trips, and delivery of materials and equipment). Traffic control measures implemented during project construction would require that emergency crews be able to access to the project site and surrounding areas. Operation of the site would include the ability for emergency vehicles to enter and maneuver the project site and the site is designed so that commercial and emergency vehicles can maneuver the site. Therefore, the proposed project will have a **Less Than Significant** impact.

**Mitigation Measures**

No Mitigation Measures are required.



**XVIII. TRIBAL CULTURAL RESOURCES** - Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Environmental Setting**

In 1976, the California State Government passed AB 4239, creating the Native American Heritage Commission (NAHC). The NAHC is responsible for identifying and categorizing Native American cultural resources as well as preventing damages to designated sacred sites and associated artifacts and remains. Legislation passed in 1982 authorized the NAHC to identify a Most Likely Descendent (MLD) when Native American remains are found outside of any place other than a designated cemetery. A MLD has the authority to make recommendations in regards to the treatment and disposition of the discovered remains.

The Native American Historic Resource Protection Act, or Assembly Bill 52 (AB 52) defines guidelines for reducing conflicts between Native Americans and development projects and activities. Projects are subject to AB 52 if a notice of preparation for an EIR is filed or a notice of intent to adopt a Negative or Mitigated Negative Declaration is filed on or after July 1, 2016. "Tribal cultural resources" (TCR) are protected under CEQA and are defined as a site, feature, place, cultural landscape (must include the size and scope of landscape), sacred place, and object with a cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register, or included in a local register of historical resources.

At the lead agency's discretion, a resource can be treated as a TCR if a Native American Tribe provides substantial evidence. Additionally, AB 52 allows tribes to engage in consultation with lead agencies and sets guidelines for such consultation.

Section 7050.5 of the California Health and Safety Code protects Native American burials, remains, and associated grave artifacts in the event that they are discovered in any location other than a designated cemetery. The Code mandates the immediate stop of excavation in the site as well as any adjacent or overlying area where the remains or associated item is found, and provides for the sensitive disposition of those remains. Should remains be discovered, the County Coroner must determine that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or designee, in the manner provided in Section 5097.98 of the Public Resources Code. The County Coroner shall make the determination within two working days from the time the person responsible for the excavation, or designee, notifies the County Coroner of the discovery or recognition of the human remains. If the County Coroner identifies the remains to be of Native American origin, or has reason to believe that the remains are those of Native American origin, the County Coroner must contact the California NAHC within 24 hours. The NAHC representative will then alert a Native American MLD to conduct an inspection of the site and to determine the following course of treatment and action. Additionally, *State CEQA Guidelines* Section 15064.5 sets forth a procedure if human remains are found on lands outside of federal jurisdiction.

On September 3, 2020, the City of Lathrop transmitted letters to the Buena Vista Rancheria, the Northern Valley Yokuts, and the California Valley Miwok Tribe for the purposes of inviting comments and conducting consultation if needed. The thirty (30) day consultation period ended on Monday, October 5, 2020. No comments were received from the tribes noticed.

### **Impacts Discussion**

(a-i) As discussed previously, the project site is currently vacant and undeveloped. No existing structures or facilities are located on the site that are of historical or cultural value. In addition, the site there is no known historical resource, tribal resource or other items of cultural significance on the site. Per the requirements of AB 52, the City has transmitted letters to the Buena Vista Rancheria of Me-Wuk Indians, the Northern Valley Yokuts Tribe, and the California Valley Miwok Tribe notifying them of the proposed project. No comments were received from the tribes noticed. The project is required to notify the County Coroner if evidence of human burial or scattered human remains are encountered during project construction. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission, which will notify the Most Likely Descendent. Therefore, impacts related to tribal cultural resources are considered **Less Than Significant**.

(a-ii) Letters providing notice for potential consultation were sent to all known Native American tribes traditionally and/or culturally affiliated with the geographic area within which the project is located, as noted above. The notice letters establish a 30-day period within which the affected tribes may request information, provide comments, or request further consultation. No comments were received from the tribes noticed. Therefore, the proposed project will have a **Less Than Significant Impact** as it relates to tribal cultural resources.

### **Mitigation Measures**

No Mitigation Measures are required.

**XIX. UTILITIES AND SERVICE SYSTEMS - Would the project:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the 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"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Environmental Setting**

**California Urban Water Management Planning Act**

Under the California Water Code and Urban Water Management Planning Act of 1983, all California urban water suppliers are required to prepare and adopt an Urban Water Management Plan (UWMP) every five (5) years, which promotes water conservation and efficiency measures. Urban water supplies that serve more than 3,000 customers or are supplying more than 3,000 acre-feet of water annually are subject to this Act. This Act requires that the total project water use be compared to water supply sources over the next 20 years in five-year increments. Planning must occur for all drought years and must include a water recycling analysis that incorporates a description of the wastewater collection and treatment system, outlining existing and potential recycled water uses. In September 2014, the Act was amended by SB 1420, which now requires urban water suppliers to provide descriptions of their water demand management measures and similar information.

### State Model Landscape Ordinance

The State Model Landscape Ordinance requires adoption of landscape water conservation ordinances or the adoption of a different ordinance that is at least as stringent as the updated Model Ordinance (MO). The City adopted by reference the Model Water Efficient Landscape Ordinance, as contained in Sections 490 through 495, Chapter 2.7, Division 2, Title 23 in the California Code of Regulations in 2016.

### Project Description

Stormwater is to be retained on-site via a stormwater retention basin, located in the northern portion of the project site. A series of stormdrain lines will be installed throughout the project site to convey stormwater from the paved surface areas to the stormwater retention basin. A water line will be installed to the site for the purposes of landscape irrigation. No sewer line will be installed as no buildings are proposed.

Landscaping is proposed primarily along the border of the project site, including a 10' landscape buffer between the off-street parking areas and the property line as well as landscaping along E. Louise Avenue. The total amount of landscaping represents 1.19-acre of site project site or eighteen (18) percent of the project site.

### Impacts Discussion

(a) The proposed project includes the construction of a commercial truck trailer parking facility on 6.78-acre site. The project will include the installation of landscaping along the frontage of E. Louise Avenue and the boundary of the project site and will require the connection to the City's water system for irrigation purposes. As stated above, the proposed project does not include the construction of any buildings and therefore, no connection to the City's sanitary sewer system is required. Stormwater is to be retained on-site via a stormwater retention basin. Natural gas and telecommunication facilities are not anticipated on-site. Electrical power will be needed to power light poles and potentially the gate along E. Louise Avenue. Implementation of the project is not anticipated to result in impacts related to the construction or relocation of existing telecommunication facilities. Therefore, the proposed project will have a **Less Than Significant Impact**.

(b) As previously stated, the project will connect to the City's water system for irrigation purposes. The project-related water use would not necessitate new or expanded water entitlements, and the City would be able to accommodate the increased demand for water. Therefore, the City would have sufficient water supplies available to serve the project from existing entitlements and would not require new or expanded entitlements. In addition, the proposed project is consistent with the City's General Plan and planned land uses for the project site. Impacts related to water supplies during normal, dry and multiple dry years would be **Less Than Significant**.

(c) As previously stated, the proposed project does not include the construction of any buildings or facilities that would require connection to the City's sanitary sewer system. Therefore, the project will have **No Impact** to the existing design capacity of the treatment plants that currently serve the City.

(d) Construction waste is anticipated to be minimal compared to waste generated throughout the lifetime of the project during operation. As stated previously, the proposed project does not involve the construction of any buildings and no employees are anticipated.

Therefore, solid waste generation will be minimal. Impacts related to solid waste generation will be **Less Than Significant**.

(e) The proposed project would comply with existing and future statutes and regulations, including waste diversion programs mandated by the City, State, or federal law. In addition, as discussed above, the proposed project would not result in an excessive production of solid waste that would exceed the capacity of the existing landfill serving the project site. Therefore, the proposed project will have a **Less Than Significant Impact** related to federal, State, and local management and reduction statutes and regulations related to solid wastes.

**Mitigation Measures**

No Mitigation Measures are required.

**XX. WILDFIRE** – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Environmental Setting**

**California Department of Forestry and Fire Protection (CAL FIRE)**

The California Department of Forestry and Fire Protection (CAL FIRE) publishes maps and predict the threat of fire for each county within the State. Local Responsibility Areas and State or Federal Responsibility Areas are classified as either very high hazard severity zones (VHFHSZ) or non-VHFHSZ based on factors including fuel availability, topography, fire history, and climate. The 2012 Strategic Fire Plan for California was generated by CAL FIRE to provide guidelines and objectives in order to account for associated fire impacts.

**California Fire Code**

Chapter 15.18 of the City of Lathrop Municipal Code adopts the California Fire Code by reference, which is updated every three (3) years. The California Fire Code includes regulations for emergency planning, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Several fire safety requirements include: installation of sprinklers; the establishment of fire resistance for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

**California Emergency Management Agency (CalEMA)**

The California Emergency Management Agency (CalEMA) was consolidated as part of the Governor’s Office on January 1, 2009, merging the former Governor’s Office of Emergency Services with the existing Governor’s Office of Homeland Security. CalEMA coordinates all State agency response to major disasters to provide support and hazard mitigation efforts for local governments.

The agency also ensures the State has the appropriate resources and plans in order to respond in the event of all natural and human-induced emergencies and disasters.

#### Executive Order N-05-19

On January 9, 2019, Gov. Gavin Newsom announced E.O. that requires CAL FIRE and other State agencies to compile policy and regulatory recommendations concerning wildfire mitigation, emphasizing environmental sustainability and public health. The E.O. requires the incorporation of socioeconomic analysis when conducting risk management of wildfires and mandates that agencies identify geographic areas with populations that are more vulnerable to the impacts of wildfires.

#### Impacts Discussion

(a) The project site is not located in or near a VHFHSZ nor is it located in or near a State Responsibility Area, as defined by CAL FIRE. As discussed previously, the proposed project is not anticipated to result in substantial traffic queuing along E. Louise Avenue during short-term construction activities. All large construction vehicles entering and exiting the site would be guided by the use of personnel using signs and flags to direct traffic. The project does not include any characteristics that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity.

As previously discussed, the proposed project involves the construction of a commercial truck trailer parking facility that includes 147 truck trailer parking spaces on a 6.78-acre site. The project site is to be utilized as an overflow property to store empty truck trailers. The project will be leased to a company that will drop off empty trailers for long-term storage. As such, minimal activity is expected between the first and last two (2) weeks of the lease in terms of dropping off and picking up trailers. During the holidays, there will be less trailers stored at the property due to increased usage by vendors. No employees are anticipated on-site. Truck drivers will drop off or pick-up trailers only and will leave the property thereafter. Therefore, the proposed project will have **No Impact** as it relates to interfering with an adopted emergency response plan or emergency evacuation plan.

(b) As stated above, the project site is not located in or near a VHFHSZ nor is located in or near a State Responsibility Area. Utility installations and improvements to E. Louise Avenue would not exacerbate fire risk due to the location of the project site in an urban area outside of the designated fire hazard zone. Therefore, the proposed project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or result in temporary or ongoing impact to the environment. The proposed project will have **No Impact**.

(d) Landslides and other forms of mass wasting, including flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking but can also occur as a result of erosion and downslope runoff caused by rain following a fire.

As previously discussed, landslides and other forms of natural slope instability do not represent a significant hazard to the project because the site is located in a relatively flat area, and there is no evidence of landslides in the project vicinity. Therefore, the proposed project will have **No Impact**.

#### Mitigation Measures

No Mitigation Measures are required.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) This finding is checked as “Less Than Significant with Mitigation Incorporated” on the basis of the project’s potential air quality, biological, and cultural impacts, described in Environmental Checklist No. III, IV, and V. Potentially significant environmental effects were identified in this issue area, but all of the potentially significant effects would be reduced to a less than significant level with mitigation incorporated into the project.

(b) As described in this Initial Study, the potential environmental effects of the project would be either less than significant, or the project would have no impact at all, when compared to the baseline. Where the project involves potentially significant effects, these effects would be reduced to a less than significant level with proposed mitigation measures and compliance with required permits and applicable regulations. The potential environmental effects identified in this Initial Study have been considered in conjunction with each other as to their potential to generate other potentially significant effects. The various potential environmental effects of the project would not combine to generate potentially significant cumulative effects.

As described in Environmental Checklist No. X, the project is consistent with the City of Lathrop General Plan. The Lathrop General Plan EIR analyzed potential cumulative effects of development under the General Plan and did not identify any cumulatively considerable effects that pertains to this project.



(c) Potential adverse effects on human beings were discussed in Environmental Check List No. VI, Geology and Soils, VIII, Hazards and Hazardous Materials, and IX, Hydrology and Water Quality (flooding). No potential adverse effects on human beings were identified during the preparation of this IS/MND.

**REFERENCES:**

1. California, State of, Energy Commission, Gas Consumption by County, 2019 (<https://ecdms.energy.ca.gov/gasbycounty.aspx>)
2. California, State of, Governor's Office, Office of Planning and Research, Office of Permit Assistance, *Hazardous waste and Substances Site*, List pursuant to AB 3750, Current Edition.
3. California, State of, Office of Planning and Research, CEQA: *California Environmental Quality Act, Statutes and Guidelines*, Sacramento, California 2003.
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5. The Farmland Mapping and Monitoring Program in the California Resources Agency, Department of Conservation, maintain detailed maps of these and other categories of farmland.
6. City of Lathrop, The Code of Ordinances of Lathrop, *Zoning Ordinance*, current edition.
7. City of Lathrop, Community Development Department, Planning Division, Zone Maps, current edition.
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10. United States Federal Emergency Management Agency, *FIRM Flood Insurance Map, Panel No. 0602990585C*, dated December 16, 2005
11. City of Lathrop, General Plan and EIR for the City of Lathrop adopted December 17, 1991.
12. Section 2081, MOU and Adopted Swainson's Hawk Habitat Management Plan (HMP) by Sycamore Environmental, 1995 (Tracking No. 2081-1995-083-2).
13. City of Lathrop, *Emergency Evacuation Plan*, 1995.
14. City of Lathrop, *Master Storm Drainage Plan*, 1992.
15. City of Lathrop, *Master Water Plan*, 1992.
16. City of Lathrop, *Master Bicycle Plan Amended*, January 28, 2003.
17. City of Lathrop, *Wastewater Facilities Master Plan*, 1996.
18. City of Lathrop, *Water, Wastewater, and Recycled Water Master Plan and EIR*, 2001.
19. City of Lathrop, *2019 – 2023 Housing Element*, December 2020.
20. City of Lathrop, *2015 Urban Water Management Plan*, October 2017.
21. State of California, Department Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State – January 1, 2011 – 2022*. Sacramento, California, May 2020.
22. State of California, *Fire Hazard Severity Zone Maps and Adopted Responsibility Area Hazard Severity Zone Maps*. Accessed February, 2021.  
<https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>



## SJCOG, Inc.

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

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

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

**To:** Rick Caguiat, City of Lathrop, Community Development Department

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

**Date:** March 30, 2021

**-Local Jurisdiction Project Title:** Sandoval Truck Trailer Parking Project (SPR-20-73)

**Assessor Parcel Number(s):** 198-100-19

**Local Jurisdiction Project Number:** SPR-20-73

**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.

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Dear Mr. Caguiat:

SJCOG, Inc. has reviewed the project referral for the Sandoval Truck Trailer Parking Project. This project consists of the construction of a commercial truck trailer parking facility that includes 147 truck trailer parking spaces on a 6.78-acre site. Access to the proposed project is provided via E. Louise Avenue. The proposed project does not include any proposed buildings. The truck trailer parking spaces are twelve (12) feet by fifty-two (52) feet and are to be utilized to store commercial truck trailers. Stormwater is to be retained on-site via a stormwater retention basin, located in the northern portion of the project site. A series of storm drain lines will be installed throughout the project site to convey stormwater from the paved surface areas to the storm water retention basin. A water line will be installed to the site for the purposes of landscape irrigation. No sewer line will be installed as no buildings are proposed. The project site is located at 2001 E. Louise Avenue, Lathrop (APN: 198-100-19).

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. 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 , I n c .

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

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

### **SJMSCP HOLD**

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

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

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

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

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

Project Title: Sandoval Truck Trailer Parking Project (SPR-20-73)

Assessor Parcel #s: 198-100-19

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

Local Jurisdiction Contact: Rick Caguait

**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.**



April 20, 2021

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

**Project: MND for Sandoval Truck Trailer Parking**

**District CEQA Reference No: 20210321**

Dear Mr. Niskanen:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the City of Lanthrop (City). The project consists of development of a commercial truck parking facility (Project). The Project is located at 2001 E. Louise Avenue, in Lathrop, CA (APN 197-100-19).

**Project Scope**

The Project consists of construction of a commercial truck trailer parking facility that includes 147 truck trailer parking spaces on a 6.78-acre site. The Project does not include any proposed buildings. The truck trailer parking spaces are twelve (12) feet by fifty-two (52) feet and are to be utilized to store commercial truck trailers. The Project will have no employees on site.

Based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to 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).

The District offers the following comments:

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

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**Northern Region**  
4800 Enterprise Way  
Modesto, CA 95356-8718  
Tel: (209) 557-6400 FAX: (209) 557-6475

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

**Southern Region**  
34946 Flyover Court  
Bakersfield, CA 93308-9725  
Tel: (661) 392-5500 FAX: (661) 392-5585

## **1) Project Related Criteria Pollutant Emissions for Construction**

Although the construction-related emissions are expected to have a less than significant impact, the District suggests that the County advise project proponents with construction-related exhaust emissions and activities resulting in less than significant impact on air quality to utilize the cleanest reasonably available off-road construction fleets and practices (i.e. eliminating unnecessary idling) to further reduce impacts from construction-related exhaust emissions and activities.

## **2) 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. For example, *Regulation II - Permits* encompasses multiple rules associated with the permitting of emission sources such as Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), and others.

### **2a) 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 be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits.

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.

## **2b) District Rule 9510 (Indirect Source Review)**

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NO<sub>x</sub> and PM<sub>10</sub> 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 approval from a public agency and will equal or exceed 9,000 square feet of space. When subject to the rule, an Air Impact Assessment (AIA) application is required no later than 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>

## **2c) District Regulation VIII (Fugitive PM<sub>10</sub> Prohibitions)**

The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to construction.

Information on how to comply with 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).



## **2d) Other District Rules and Regulations**

The Project may also be subject to the following District rules: Regulation VIII, (Fugitive PM10 Prohibitions), 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).

The list of rules above 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.

## **3) 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 Keanu Morin by e-mail at [keanu.morin@valleyair.org](mailto:keanu.morin@valleyair.org) or by phone at (559) 230-5805.

Sincerely,

Brian Clements  
Director of Permit Services



John Stagnaro  
Program Manager

BC:km



April 16, 2021

Rick Caguiat  
City of Lathrop  
390 Towne Centre Dr  
Lathrop, CA 95330

Re: Sandoval Truck Trailer Parking – E. Louise Avenue (SPR-20-73)

Dear Rick Caguiat,

Thank you for providing PG&E the opportunity to review your proposed plans for 2001 E Louise Ave dated 3/31/2021. Our review indicates your proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights.

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

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

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

If you have any questions regarding our response, please contact the PG&E Plan Review Team at (877) 259-8314 or [pgeplanreview@pge.com](mailto:pgeplanreview@pge.com).

Sincerely,

PG&E Plan Review Team  
Land Management

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