

**INITIAL STUDY/NEGATIVE DECLARATION**

[Pursuant to Public Resources Code Section 21080(c) and California Code of Regulations, Title 14, Sections 15070-15071]

**LEAD AGENCY:** San Joaquin County Community Development Department

**PROJECT APPLICANT:** San Joaquin County Public Works

**PROJECT TITLE/FILE NUMBER(S):** PA-2300247 (VR)

**PROJECT DESCRIPTION:** A Flood Variance application to reduce the elevation requirements of County Code of Ordinance Title 9, Division 16, Section 9-703.130(c) to authorize an existing boat storage building at an existing boat storage facility to have its lowest floor elevation 5.17 feet below the base flood elevation. The building, constructed in 2006, has incorporated wet floodproofing techniques which were approved by the San Joaquin County Department of Public Works Floodplain Administrator. This Flood Variance application for the existing building is proposed to resolve a violation as reported by FEMA. The granting of the Flood Variance, in addition to the wet floodproofing, will allow for resolution of this violation.

The project site is located east of Whiskey Slough Road, 2,400 feet west of Holt Road, Stockton.

**ASSESSORS PARCEL NO(S):** 131-080-16

**ACRES:** 23.04 acres

**GENERAL PLAN:** OS/RC (Resource Conservation)

**ZONING:** AG-80 (General Agriculture, 80-acre minimum)

**POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):**  
Approximately 113,000 square feet total of buildings for boat storage at an existing marina.

**SURROUNDING LAND USES:**

**NORTH:** Agricultural with scattered residences, Turner Cut

**SOUTH:** Agricultural with scattered residences, Trapper Slough, State Route 4

**EAST:** Agricultural with scattered residences, Paddy Creek, BNSF Railroad

**WEST:** Agricultural with scattered residences, Whiskey Slough, BNSF Railroad

**REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:**

Original source materials and maps on file in the Community Development Department including: all County and City general plans and community plans; assessor parcel books; various local and FEMA flood zone maps; service district maps; maps of geologic instability; maps and reports on endangered species such as the Natural Diversity Data Base; noise contour maps; specific roadway plans; maps and/or records of archeological/historic resources; soil reports and maps; etc.

Many of these original source materials have been collected from other public agencies or from previously prepared EIR's and other technical studies. Additional standard sources which should be specifically cited below include on-site visits by staff; staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application. Copies of these reports can be found by contacting the Community Development Department.

**TRIBAL CULTURAL RESOURCES:**

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.?

**No**

**GENERAL CONSIDERATIONS:**

1. Does it appear that any environmental feature of the project will generate significant public concern or controversy?

**PA-2300247 (VR) – Initial Study**

☐ Yes ☒ No

Nature of concern(s):

2. Will the project require approval or permits by agencies other than the County?

☐ Yes ☒ No

Agency name(s):

3. Is the project within the Sphere of Influence, or within two miles, of any city?

☐ Yes ☒ No

City:

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a **"Potentially Significant Impact"** as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input 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"/> Utilities / Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

**DETERMINATION:** (To be completed by the Lead Agency) 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, because 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.

Olivia Goulart  
Signature

7-10-2024  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.



Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## I. AESTHETICS.

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<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 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 publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Impact Discussion:

a-d) The proposed project will not have an impact on aesthetics, nor will it create a new source of light or glare. The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The building is similar in design and appearance to buildings at marinas throughout the San Joaquin County Delta. The proposed project site is located west of Whiskey Slough Road, within unincorporated San Joaquin County, 2.6 miles west of the City of Stockton.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## **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 environmental effects, lead agencies may refer to information compiled by the California Department 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:

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 nonagricultural use?	<input type="checkbox"/>	<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 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 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **Impact Discussion:**

a-e) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The proposed project will have no impact on agriculture or forestry resources. The project site does not include areas designated as Prime Farmland, Unique Farmland, and Farmland of statewide Importance, nor is the project site under a Williamson Act contract.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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### III. AIR QUALITY.

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

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **Impact Discussion:**

a-d) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. Construction of the boat storage building has been completed. This project does not propose new construction or uses, therefore, the project will have no impact on air quality.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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#### IV. BIOLOGICAL RESOURCES.

Would the project:

- |  |                          |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <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, 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"/> | <input 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 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 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"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

#### **Impact Discussion:**

- a-f) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The building was a part of a marina expansion that was approved in 2006 with Use Permit No. PA-0600320 which permitted a 71,500 square foot structure for additional boat storage. Use Permit No. PA-0600320 was conditioned to mitigate for loss of endangered species or habitat by participating in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan at the time of ground disturbance. The applicant's participation prior to issuance of the building permit in 2007 resulted in mitigation being made for the loss of 2.5 acres of field and row crops removed from the building site.

The current project is for a Flood Variance for this building and does not include ground disturbance or construction, therefore, the project will not impact wildlife habitat, nor will it conflict with regulations.

- b) The project parcel has the General Plan designation of OS/RC (Resource Conservation) and is adjacent to Whiskey Slough. Use Permit No. PA-0600320 was conditioned to reserve a natural open space area encompassing the riparian habitat of Whiskey Slough. The existing boat storage building for which this project is requesting a Flood Variance is located more than 100 feet from the water line of Whiskey Slough per regulation.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## V. CULTURAL RESOURCES.

Would the project:

- |  |                          |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### **Impact Discussion:**

a-c) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. There is no new construction or other ground disturbance proposed with the project. Therefore, the project will have no impact on cultural resources.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## VI. ENERGY.

Would the project:

a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?

☐
☐
☐
☒
☐

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

☐
☐
☐
☒
☐

### Impact Discussion:

a-b) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. There is no new construction or other ground disturbance proposed with the project. Therefore, the project will not impact the environment with wasteful, inefficient, or unnecessary consumption of energy.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## VII. GEOLOGY AND SOILS.

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<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 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil and create direct or indirect risks to life or property?	<input type="checkbox"/>	<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"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **Impact Discussion:**

a-f) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The building is part of an existing marina located on Whiskey Slough west of Stockton. The Soil Survey of San Joaquin County classifies the dominant component of the soil of the project area as *Ryde*, described as very poorly drained, organic, moderately fine textured mineral soil that is very deep, has been partially drained, with low expansive potential, and with 0 to 2 percent slopes. This soil type is found on deltas and flood plains.

The marina expansion was approved in 2006 with Use Permit No. PA-0600320 which permitted a 71,500 square foot structure expansion. The building was constructed under building permit in 2007. The building had to comply with the California Building Code (CBC) which includes provisions for soils reports for grading and foundations as well as design criteria for seismic loading and other geologic hazards based on fault and seismic hazard mapping. All recommendations from the soils report were incorporated into the construction plans. There is no new construction or other ground disturbance



proposed with the project.

The Flood Variance requests that the structure, a boat storage building, be allowed to have its lowest floor elevation 5.17 feet below the base flood elevation. The building was constructed incorporating wet floodproofing methods as was required at that time by the San Joaquin County Department of Public Works based on the Department's interpretation of the County's flood ordinances. However, a FEMA review resulted in the County receiving notice that the building was identified as a potential violation. The Department of Public Works has proposed this Flood Variance because, without the Flood Variance, the applicant would be required to either incorporate dry floodproofing methods or rebuild the structure on an elevated pad. The first method is too expensive as the building would have to be deconstructed. The second method would require the same, plus, creating an area of fill for a 72,000 square foot building and is also too expensive.

If the granting of the Flood Variance, in addition to the existing wet floodproofing, meets the requirements of the NFIP (National Flood Insurance Program), then no further disturbance to the soil will be required. Therefore, this project's impact on soils and geology is expected to be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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# **VIII. GREENHOUSE GAS EMISSIONS.**

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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☐
☐
☒
☐

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

☐
☐
☐
☒
☐

## **Impact Discussion:**

a-b) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. No further construction is proposed with this project therefore, the project will not have an impact on greenhouse gases.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- |   |                          |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <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 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 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"/> | <input 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 or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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"/> | <input type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Impact Discussion:

- a-c) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The project does not involve hazardous materials, therefore, will have no impacts on the public or the environment related to hazardous materials.
- d) The project site is not included on the California Department of Toxic Substances Control EnviroStor database map, compiled pursuant to Government Code 65962.5 and, therefore, will have no impact on the safety of the public or the environment.
- e) The scope of the proposed project indicates that no additional emergency services will be required to provide for safe evacuation and adequate access to emergency equipment. As such, the project will not impair implementation of, or interfere with, County-adopted emergency response plans.
- f) The project location is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as

determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## X. HYDROLOGY AND WATER QUALITY.

Would the project:

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 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<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 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<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"/>	<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"/>	<input type="checkbox"/>

### **Impact Discussion:**

- a-b) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The existing building is not connected to water or sewer service. Therefore, the proposed project will have no impact on these resources.
- c) The proposed project does not propose any substantial alteration to a drainage pattern, stream or river. All necessary drainage improvements onsite were required as conditions for the construction of the building in 2007. The project will not result in substantial soil erosion because the project does not propose additional construction or ground disturbance.
- d) The proposed project site is located in the AE flood designation. The AE flood designation is assigned to areas that are subject to 1% annual chance (100-year) flood. The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The existing building construction incorporated wet floodproofing which allows water to enter the building during flooding but the building is made resistant to damage from the flooding. The building contents will be boats which will be secured to resist damage that might allow the release of pollutants. The project site is not in a tsunami or seiche zone. Therefore, the risk of release of pollutants

due to inundation are less than significant.

- e) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The existing building is not connected to a water source and, therefore, the project will not have an impact on a water quality control plan or sustainable groundwater management plan.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## **XI. LAND USE AND PLANNING.**

Would the project:

- |  |                          |                          |                                     |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Physically divide an established community?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

### **Impact Discussion:**

- a) The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The project does not propose a highway, roadway, bridge, storm channel, or any other physical barrier that would divide an established community or interfere with existing connectivity of areas of a community.
- b) The requested Flood Variance is required to resolve a potential violation with the National Flood Insurance Program (NFIP). San Joaquin County has been a participant in the NFIP since May 15, 1980. As a condition of participation, the County has adopted the building requirements in Development Title (1992) Chapter 9-1605 to reduce future flood losses. These requirements include measures such as elevating the lowest floor one foot above the expected flood level, using flood resistant materials, and protecting building utilities from flood damage.

Pursuant to NFIP regulations, as described in Technical Bulletin 7-93, Wet-Floodproofing Requirements for Structures Located in Special Flood Hazard Areas, indicates that wet-floodproofing of non-residential structures may be appropriate in some situations without a Variance. Those situations when wet-floodproofing is permissible without a Variance, according to Technical Bulletin 7-93, include enclosed areas below the base flood elevation (BFE) that are used solely for parking, building access, or limited storage.

When the subject building was approved in 2007, the San County authorized construction of the building using wet-floodproofing. This authorization was based on interpretation of Development Title (1992) Section 9-1605.12(d) which states that "In all new construction and substantial improvements to existing structures in areas of special flood hazard, enclosed areas below the lowest floor, which are used solely for parking of vehicles, building access or storage in an area other than a basement, and which are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters." However, although the portion of the structure that is below the BFE is used solely for parking, building access, and storage, according to FEMA, because there is no floor above the ground floor, the ground floor is considered the lowest floor, and the elevation or dry-floodproofing requirements of Development Title Section 9-1605.12(a) or 9-1605.12(c) respectively, should have been required.

It is the opinion of the Department of Public Works that a Variance is warranted in this situation. The building was constructed incorporating wet-floodproofing measures, including using flood resistant materials below the base flood elevation, venting the structure, and elevating all utilities and service equipment a minimum of one foot above the BFE. Granting the Flood Variance will allow for resolution of the conflict with the NFIP and prevent hardship to both the property owner and all County residents required to have flood coverage in their property insurance policies.



Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## XII. MINERAL RESOURCES.

Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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

### **Impact Discussion:**

The proposed project, a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation, will not result in the loss of availability of a known mineral resource because the site does not contain minerals of significance or known mineral resources. San Joaquin County applies a mineral resource zone (MRZ) designation to land that meets the significant mineral deposits definition by the State Division of Mines and Geology. The proposed project is not in a designated MRZ zone. Therefore, the proposed project will have no impact on the availability of mineral resources or mineral resource recovery sites within San Joaquin County.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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### **XIII. NOISE.**

Would the project result in:

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Generation of excessive groundborne vibration or groundborne noise levels?
- c) For a project 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"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **Impact Discussion:**

The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The project will not generate a substantial increase to ambient noise levels or excessive groundborne vibration and noise in the vicinity of the project site because no construction is proposed with this project. As a result, the proposed project is anticipated to have no impact on noise levels.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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#### **XIV. POPULATION AND HOUSING.**

Would the project:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

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

#### **Impact Discussion:**

The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The project will not induce unplanned population growth as the marina is existing, nor will it displace an existing people or housing which doesn't exist in the area.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## **XV. PUBLIC SERVICES.**

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:

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

### **Impact Discussion:**

The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. In 2003, the Delta Fire District merged with the Woodbridge Fire District, which now provides fire protection to the project area. The merger resulted in the addition of two staffed fire stations for a total of four staffed stations operating 24/7. This project will not require new facilities, nor will it affect performance objectives for the District. The Sheriff's office will also not be affected by the expansion of an existing marina to provide more boat storage. No increase in population is anticipated as a result of the proposed project, and as a result, a less than significant impact is anticipated on schools, parks, and other facilities.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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**XVI. RECREATION.**

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

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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?

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**Impact Discussion:**

The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The project will not increase the use of existing neighborhood or regional parks, as it will not increase the number of residents or homes in the vicinity. The project may increase the number of boats in that area, but it does not serve as an incentive to purchase a boat and therefore will not increase the number of boats on the Delta waterways in general. Due to the limited scope of the proposed project, the project will not impact recreation opportunities.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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**XVII. TRANSPORTATION.**

Would the project:

- |  |                          |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?  | <input type="checkbox"/> | <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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in inadequate emergency access?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Impact Discussion:**

The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. The existing building's impact on transportation was analyzed with Use Permit No. PA-0600320. All necessary improvements have been implemented as all Conditions of Approval were completed before the building permit was issued. As a result, the project will not have impacts on the transportation system.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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**XVIII. TRIBAL CULTURAL RESOURCES.**

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:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Impact Discussion:**

The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. Because the project will not require ground disturbance, the project will not impact tribal cultural resources.



Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

- 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?
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- 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?
- 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?
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

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

### **Impact Discussion:**

The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. There are no public services available in this area for water, sewer, or storm water drainage. The existing building did not require water or sewer. Because the project does not involve new construction or water or sewer service, there will be no resulting impact to utilities.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## XX. WILDFIRE.

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<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"/>	<input 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"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Impact Discussion:

The project proposes a Flood Variance to allow flood compliance for an existing boat storage building with its lowest floor 5.17 feet below the base flood elevation. Pursuant to the San Joaquin Fire Severity Zone map, the project site is not located in or near a moderate, high, or very high fire zone designation. Therefore, the proposed project will have no impact on wildfire hazards.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## XXI. MANDATORY FINDINGS OF SIGNIFICANCE.

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

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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)?

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

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### Impact Discussion:

The proposed application does not have the potential to degrade the environment or eliminate a plant or animal community. The project would not result in significant cumulative impacts or cause substantial adverse effects on human beings, either directly or indirectly.

## PA-2300247 (VR) – Initial Study





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**Department of Public Works**

**Fritz Buchman, Director**

**Alex Chetley, Deputy Director - Development**

**Kristi Rhea, Deputy Director - Administration**

**David Tolliver, Deputy Director - Operations**

**Najee Zarif, Deputy Director - Engineering**

**Date:** June 12, 2024

**To:** Alisa Goulart, Associate Planner, Community Development Department

**From:** Jeffrey Levers, Senior Transportation Engineer, Public Works Department

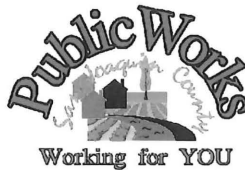
**Subject:** PA-1800112, -156, and -300 Global Carrier Truck Terminal Project – Traffic Impact Analysis

On March 16, 2020, the Public Works Department approved the Traffic Impact Analysis (Analysis) prepared for the Global Carrier Truck Terminal Project (Project) located on State Route (SR) 120. The Analysis concluded the Project's impacts were insignificant to the intersections along SR 120 between SR 99 and the Project site. Additionally, with the exception of the intersection of the Project's driveway with SR 120, the minor additional traffic generated by the Project did not affect the level of service based on the cumulative impact scenario.

The Project was revised on April 8, 2024, which included reducing truck/trailer parking spaces from 142 to 109. As this reduction in scope would generally lessen the Project's impact to the adjacent roadway network, no further update to the Analysis was required at that time. Although the Analysis was approved in 2020, the Project's impacts on SR 120 and the studied intersections after the scope reduction remain minimal and are still considered to be insignificant. Therefore, the findings from the Analysis remain unchanged and no revision is necessary at this time.



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## Department of Public Works

Fritz Buchman, Interim Director of Public Works

Alex Chetley, Interim Deputy Director/Development

Jim Stone, Deputy Director/Operations

Najee Zarif, Interim Deputy Director/Engineering

Kristi Rhea, Public Works Business Administrator

June 11, 2024

### MEMORANDUM

TO: Community Development Department  
CONTACT PERSON: Alisa Goulart

FROM: Shayan Rehman, Engineering Services Manager <sup>SR</sup>  
Development Services Division

SUBJECT: PA-1800112, -156 & -300; A General Plan Map Amendment application to amend the land use designation of a 10.0 acre parcel from General Agriculture (A/G) to Truck Terminal (I/T); a Zoning Reclassification application to rezone the same parcel from General Agriculture, 40-acre minimum, (AG-40) to Truck Terminal (I-T); and a Use Permit application to establish a truck terminal on the same parcel to include construction of a 4,800 square foot shop, a 4,800 square foot transfer dock, a 3,500 square foot office and 109 truck/trailer parking spaces to lease; located on the south side of East State Route 120, 0.9 miles east of State Route 99, Manteca. (Supervisory District 5)

PROPERTY OWNER: Global Carrier Inc.

APPLICANT: Same

ADDRESS: 11150 E. State Route 120 Highway, Manteca

APN: 228-030-28

#### INFORMATION:

The site is not currently located within a Federal Emergency Management Agency Designated Flood Hazard Area.

State Highway 120 has an existing right-of-way width of 80 feet and a planned right-of-way per Caltrans.

#### REQUIREMENTS:

~~The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:~~

- ~~1. A traffic study shall be required to determine the impacts and mitigation of the proposed project. The developer shall deposit funds with the County for all costs, as estimated by the Department of Public Works Transportation Engineering Division, prior to Department of Public Works preparing or contracting for the required study. (Development Title Section 9-1150.4)~~

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PA-1800112 (GP), -156 (ZR) & -300 (UP)

~~Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.~~

RECOMMENDATIONS:

- 1) The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)
- 2) The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)
- 3) A Caltrans encroachment permit shall be required for all work within Caltrans road right-of-way.
- 4) The driveway approach shall be improved in accordance with Caltrans Standards prior to issuance of the occupancy permit.
- 5) The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)
- 6) A copy of the Final Site Plan shall be submitted prior to release of building permit.
- 7) Permit Registration Documents (PRD's) shall be filed with the State Water Resources Control Board (SWRCB) to comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification (WDID) Number issued by SWRCB shall be submitted to the Department of Public Works for the file. Contact SWRCB at (916) 341-5537 for further information. Coverage under the SWRCB General Construction Permit Order 2009-0009-DWQ shall be maintained throughout the duration of all phases of the project.
- 8) The owner shall execute an Irrevocable Offer to Dedicate to Caltrans for an additional 22.5 feet for State Route 120 across the parcel's frontage prior to issuance of the occupancy permit.
- 9) Prior to issuance of the occupancy permit the applicant shall provide written verification from Caltrans that the following State Route 120 frontage improvements have been completed:
  - a) Construct a continuous two-way left turn lane between Ideal Parkway/project entrance and Comconex Road. The two-way left turn lane should be designed



PA-1800112 (GP), -156 (ZR) & -300 (UP)

according to the Caltrans Highway Design Manual, Sixth Edition, Chapter 300, Section 405.2, Left Turn Channelization.

- b) Construct an eastbound deceleration lane at the project's main entrance. The deceleration lane should be designed according to the Caltrans Highway Design Manual, Sixth Edition.
- 10) Provide an operational analysis displaying off-tracking for all turning movements off of and onto State Route 120 to Caltrans for review and approval. The turning templates must be based on Highway Design Manual Topic 404 Page 400-10 (Figure 404.5A and 404.5D) and must specify what types of trucks will be used at the project site. A copy of the analysis and notification of approval must be submitted to Public Works for the file prior to issuance of the building permit.
- 11) Install a "Trucks Turning Left are Recommended to use State Route 120 to State Route 99" sign at the site exit. Additionally, the property owner shall provide written notice to truck drivers recommending trucks turning left are recommended to use State Route 120 to State Route 99.

SR: GM