

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: Jerry Patton (C/O Kevin Lang)

PROJECT TITLE/FILE NUMBER(S): PA-2300283 (A)

PROJECT DESCRIPTION: This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance and repairs. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, maintenance, and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance. (Use Type: Truck Services- Sales and Rentals)

The project site is located on the west side of North State Route 99 West Frontage Road, approximately 600 feet south of Munford Avenue in a county pocket, with City of Stockton property to the north, west, and south of the project site.

ASSESSOR PARCEL NOS.: 179-090-03

ACRES: 8.95 acres

GENERAL PLAN: I/L

ZONING: I-L

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):

An 8.95-acre site for truck sales with accessory maintenance and repairs that includes 180 inventory stalls, and a 32,000 square foot building.

SURROUNDING LAND USES:

NORTH: Industrial/ Residential/City of Stockton/Duck Creek/ Kennedy Park/State Route Highway 4

SOUTH: Industrial/ Residential /Agricultural with scattered residences/City of Stockton/ Stockton Metropolitan Airport/Venture Academy/Ernie Shropshire Park

EAST: Industrial/Residential/Agricultural with scattered residences/ State Route 99

WEST: Residential/Agricultural with scattered residences/ City of Stockton

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 (October 15, 2024); staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application.

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?

☐ Yes ☒ No

Nature of concern(s): Enter concern(s).

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

☐ Yes ☒ No

Agency name(s): Enter agency name(s).

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

☒ Yes ☐ No

City: **City of Stockton**

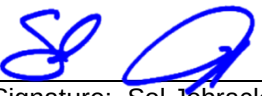
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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.

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology / Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials |
| ☐ Hydrology / Water Quality | ☐ Land Use / Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population / Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities / Service Systems | ☐ Wildfire | ☐ 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.


Signature: Sol Jobrack
Associate Planner

10/15/2024
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? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☒ | ☐ | ☐ |
| 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 and other regulations governing scenic quality? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ | ☐ |

Impact Discussion:

- a-b) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The proposed project site is located on the west side of South State Route 99 West Frontage. Pursuant to the 2035 General Plan, State Route 99 is considered a scenic roadway (General Plan 2035, Pg. 3.4-12). The site does not currently contain trees. There are no historic buildings on site or rock outcroppings. There are several sites in proximity of the proposed project site that are currently utilized for industrial uses. As a condition of approval, the project will be required to provide landscaping consistent with the Development Title as an additional buffer from State Route 99. If approved the proposed use will be consistent with surrounding uses and is anticipated to have a less than significant impact on the scenic vista and scenic resources.

- c) The proposed site is located within a county pocket, with City parcels located north, west, and south of the proposed site. The City of Stockton city limit boundary is located approximately 1,535 feet south of the project site. The project site is located within the sphere of influence and urban community of the City of Stockton. The proposed project does not include any changes to zoning. If approved, the proposed use will be consistent with surrounding uses and is anticipated to have a less than significant impact on the existing visual character or quality of public views.
- d) The proposed project includes security lighting and will be required to adhere to the lighting and illumination requirements in San Joaquin County Development Title Section 9-403, which requires shielding of outdoor lighting fixtures so as not to be directly visible from a public street or an adjacent lot with limited exceptions. As a result, the proposed project is not anticipated to create any new source of substantial light or glare affecting day or nighttime views in the area and is anticipated to have a less than significant impact on such views.

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? | ☐ | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ | ☐ |
| 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))? | ☐ | ☐ | ☐ | ☒ | ☐ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ | ☐ |

Impact Discussion:

- a-e) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The project site is zoned I-L (Light Industrial) and is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, therefore there are not impacts associated with a change to a non-agricultural use.

The proposed project site has an industrial zoning designation and is not under a Williamson Act Contract, therefore there is no impact to any existing agricultural uses or a Williamson Act Contract.

There are no forest resources or areas zoned for forestlands or timberland, as defined by Public Resources Code and Government Code, located on or near the project site. Therefore, the project will have no impact on forest land or timberland production, nor will it result in the loss or conversion of such land or the conversion of agricultural land. The project is anticipated to have no impact on agriculture and forestry 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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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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐	☐

Impact Discussion:

- a-d) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) has been established by the State in an effort to control and minimize air pollution. The applicant will be required to meet existing requirements for emissions and dust control as established by SJVAPCD. Referrals were sent to the San Joaquin Valley Air Pollution Control District on January 30, 2024.

On February 27, 2024, the SJVAPCD provided a letter requiring the applicant to submit an Air Impact Assessment and recommended a prioritization screening tool be used for risks to sensitive receptors. The applicant submitted a letter from the SJVAPCD on September 10, 2024, which concluded that the proposed project's mitigated baseline emissions for construction and operation will be less than two tons of NO_x per year and two tons PM₁₀ per year. Pursuant to District Rule 9510 Section 4.3, the proposed project is exempt from the requirements of Section 6.0 (General Mitigation Requirements) and Section 7.0 (Off-Site Emission Reduction Fee Calculations and Fee Schedule) of the rule. The district has determined that the proposed project complies with the emission reduction requirements of District Rule 9510.

The applicant also provided the results of the San Joaquin Valley Air Pollution Control District prioritization tool, which resulted in a score below the threshold for a health risk assessment. As a result, impacts to sensitive receptors is expected to be less than significant.

The project may be required to file a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earth moving activities. If there is any demolition involved, a Certified Asbestos Consultant will need to perform an asbestos survey prior to the demolition of a regulated facility. The applicant will also be required to obtain District Authority to Construct prior to installation of equipment that controls or may emit air contaminants, including but not limited to emergency internal combustion engines, boilers, and bag houses.

As a Condition of Approval, the project will be subject to the SJVAPCD's rule and regulations which include the items in the attached Mitigation Monitoring and Reporting Plan. As a result, any impacts to air quality are expected

to be reduced to 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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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? | ☐ | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ | ☐ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ | ☐ |

Impact Discussion:

- a-f) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

Referrals were sent to the San Joaquin Council of Governments (SJCOG) for review on January 30, 2024. SJCOG has determined that the proposed project is not required to participate in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) because of existing structures and ground disturbance on the proposed project site. As a result, there are no impacts expected to any biological resources on site associated with the proposed project.

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? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | ☐ | ☐ | ☒ | ☐ | ☐ |

Impact Discussion:

- a-c) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

There are no known historical or archaeological resources on site. Additionally, there are no known human remains located on site. If unique archaeological resources are discovered on the site during project construction, the site shall be treated in accordance with the provisions of Public Resources Code Section 21083.2. If any historical resources are discovered on site, the developer shall follow the procedures in State CEQA Guidelines Section 15064.

In the event human remains are discovered at any point of the proposed project, California state law requires that there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county has determined the manner and cause of death. Recommendations concerning the treatment and disposition of the human remains shall have been made to the person responsible for the excavation (California Health and Safety Code - Section 7050.5). At the time development, if Human burials are found to be of Native American origin, the developer shall follow the procedures pursuant to Title 14, Division 6, Chapter 3, Article 5, Section 15064.5(e) of the California State Code of Regulations.

As a result, the project is anticipated to have a less than significant 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) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The California Energy Code (also titled The Energy Efficiency Standards for Residential and Non-residential Buildings) was created by the California Building Standards Commission in response to a legislative mandate to reduce California's energy consumption. The code's purpose is to advance the state's energy policy, develop renewable energy sources and prepare for energy emergencies. These standards are updated periodically by the California Energy Commission. The code includes energy conservation standards applicable to most buildings throughout California. These requirements will be applicable to the proposed project ensuring that any impact to the environment due to wasteful, inefficient, or unnecessary consumption of energy will be less than significant and preventing any conflict with state or local plans for energy efficiency and renewable 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:	☐	☐	☒	☐	☐
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.	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
d) Be located on expansive soil and create direct or indirect risks to life or property?	☐	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	☐

Impact Discussion:

This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The Soil Survey of San Joaquin County classifies the soil on the parcel as Jacktone, *0 to 2 percent slopes*. Jacktone soil is somewhat poorly drained, fine textured soils that are moderately deep and deep to a cemented hardpan and that have been drained in some areas. This unit is well suited for irrigated cropland or pastures. Jacktone soil has a storie index rating of 25 and a land capability of III-8 irrigated and IV-8 non-irrigated. The site is categorized as vegetative soil group "G".

- a) According to the California Department of Conservation's California Geological Survey, the project site is not located within an earthquake fault zone. However, like other areas located in seismically active Northern California, the project area is susceptible to strong ground shaking during an earthquake, and the site would not be affected by ground shaking more than any other area in the region. The project site is relatively flat and is not anticipated to

directly or indirectly cause potential substantial adverse effects related to seismic-related ground failure or landslides. Therefore, any related impacts are anticipated to be less than significant.

- b-c) As part of the project design process, a soils report will be required for grading and foundations and all recommendations from the soils report must be incorporated into the construction plans. As a result of these grading recommendations that are required by the California Building Code (CBC), the project is not susceptible to the effects of any topsoil loss, soil erosion, potential lateral spreading, subsidence, or liquefaction. Compliance with the CBC and the engineering recommendations in the site-specific soils report would ensure structural integrity in the event that seismic-related issues are experienced at the project site. Therefore, impacts associated with unstable geologic units are expected to be less than significant.
- d) The proposed project is located on expansive soil; The Building Division of the Community Development Department will review the required soil study and will not issue a Building Permit if it is found the development of the site could lead to the risk of a loss of life because of the expansiveness of the soil. As a result, it can be anticipated that any risk to life would be considered less than significant.
- e) The project site is proposing to utilize an existing well, and new septic and leach line system on the site. All permits or changes to existing wells, septic systems, or leach line systems will require a permit from the San Joaquin County Environmental Health Department and will be required to meet county standards. As such, the project is expected to have a less than significant impact related to adequately supporting a wastewater system.
- f) The project area has not been determined to contain significant historic or prehistoric archeological artifacts that could be disturbed by potential future site development. The project site does not contain any known unique geologic features. Therefore, damage to unique paleontological resources, sites or geologic features 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?

☐	☐	☒	☐	☐
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Impact Discussion:

a-b) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO₂e/yr).

As noted previously, the project will be subject to the rules and regulations of the SJVAPCD. The SJVAPCD has adopted the *Guidance for Valley Land- use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* and the *District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*.¹ The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. To be determined to have a less-than-significant individual and cumulative impact with regard to GHG emissions, projects must include BPS sufficient to reduce GHG emissions by 29 percent when compared to Business As Usual (BAU) GHG emissions. Per the SJVAPCD, BAU is defined as projected emissions for the 2002-2004 baseline period. Projects which do not achieve a 29 percent reduction from BAU levels with BPS alone are required to quantify additional project-specific reductions demonstrating a combined reduction of 29 percent. Potential mitigation measures may include, but not limited to: on-site renewable energy (e.g. solar photovoltaic systems), electric vehicle charging stations, the use of alternative-fueled vehicles, exceeding Title 24 energy efficiency standards, the installation of energy-efficient lighting and control systems, the installation of energy-efficient mechanical systems, the installation of drought-tolerant landscaping, efficient irrigation systems, and the use of low-flow plumbing fixtures.

It should be noted that neither the SJVAPCD nor the County provide project-level thresholds for construction-related GHG emissions. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change.

¹ San Joaquin Valley Air Pollution Control District. *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. December 17, 2009. San Joaquin Valley Air Pollution Control District. *District Policy Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. December 17, 2009

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? | ☐ | ☐ | ☒ | ☐ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ | ☐ |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ | ☐ |

Impact Discussion:

- a-b) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

Pursuant to the Hazardous Materials Disclosure Survey submitted with the application, the project is not expected to transport use or dispose hazardous material, release hazardous material into the environment. However, as the project does include the repair and maintenance of trucks, the project does propose to use or store hazardous materials on site. As a Condition of Approval, the storage, transportation, and disposal of all hazardous material will be required to meet County Department of Environmental Health reporting and disposal requirements. Therefore, the risk of hazard due to the transportation or use of hazardous materials is expected to be less than significant.

- c) The proposed project is not located within one quarter mile of an existing or proposed school; therefore no impact is anticipated.
- d) The project site is not listed as a hazardous materials site on the California Department of Toxic Substances Control

EnviroStor database map, compiled pursuant to Government Code 65962.5. The project does not include the use or storage of hazardous materials on-site, however as discussed above as a Condition of Approval will be required to meet all County Environmental Health requirements for storage and disposal of materials. Therefore, the project is anticipated to have no impact on creating a significant hazard to the public or the environment.

- e) The project site is located within the Stockton Metropolitan airport land use plan. Based on the Stockton Metropolitan Airport Land Use Compatibility Plan Dated May 2016 and amended February 2018, the project site is not within the noise contours or paths of travel for the Airport. As a result, any safety hazards or excessive noise impacts associated with the project are expected to be less than significant.
- f) The project site is located on South State Route 99 West Frontage Road, and has a local classification of Local Road, defined as facilities that are two-lane streets that provide local access and service. They include residential, commercial, industrial, and rural roads. as a street that provides direct access between various sectors of the city and residential area.

The project site is located approximately .50 miles south of the East Mariposa Road and Highway 99 Interchange. All work and work equipment will be on site with no interference with traffic. The project site is located on a roadway that would be used for evacuation, the project's anticipated impact on emergency response or evacuation plans is expected to be less than significant.

- g) The project location is in an urban community but 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 site, including people or structures, is expected to be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	Analyzed No In The Impact 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? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | ☐ | ☐ | ☒ | ☐ | ☐ |
| i) result in substantial erosion or siltation on- or off-site; | ☐ | ☐ | ☒ | ☐ | ☐ |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | ☐ | ☐ | ☒ | ☐ | ☐ |
| 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 | ☐ | ☐ | ☒ | ☐ | ☐ |
| iv) impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☒ | ☐ | ☐ |

Impact Discussion:

- a-b,e) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The project proposes to utilize an existing well for water service, and an on-site retention pond for stormwater runoff. These facilities must be constructed to the standards of the County Development Title and will be reviewed by the Department of Environmental Health and Public Works. As a result, impacts to water quality, groundwater, and storm drainage and any related implementation or management plans are expected to be less than significant. Additionally, the project proposes an onsite well for water and is anticipated to have a less than significant impact on impacts to groundwater supplies and impacts to the sustainability of groundwater management of the basin.

- c) The project site is located approximately .25 miles south of Duck Creek and 1.7 miles south of Mormon Slough. The proposed project is not anticipated to alter existing drainage patterns of the site which would result in substantial erosion or siltation on or off sit or impede or redirect flood flows. Additionally, the proposed project includes an on-site surface water runoff retention pond which will be required to adhere to the development

standards of the Public Works Department. As a result, any impacts are anticipated to be less than significant.

- d) The project site is in the Flood Zone X, 0.2 percent annual chance of flood designations. A referral has been sent to the Department of Public Works, Flood Control Division for comments. If approved, any new development will have to comply with Development Title Section 9-1605 regarding flood 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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XI. LAND USE AND PLANNING.

Would the project:

- | | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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? | ☐ | ☐ | ☒ | ☐ | ☐ |

Impact Discussion:

- a,b) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

There are 4 residences immediately south of the proposed project on parcels 179-090-07, 179-090-08, 179-090-09, and 179-090-10. As a condition of approval, the project will be required to maintain a 10-foot setback from the adjacent parcels and all parcel(s) abutting a residential use will require a concrete masonry wall 6 feet to 8 feet in height to be used as screening. The proposed screening will create an adequate buffer between land uses.

The project site has historically been utilized as a truck maintenance facility and is proposing to expand the current use and include truck sales. The use type is classified under Truck Services- Sales and Rentals and may be conditionally permitted in the I-L (Limited Industrial) zone subject to an approved Administrative Use Permit Application. The property is surrounded by a mix of uses, including industrial, residential, commercial, and agricultural uses. As a result, the project is not anticipated to physically divide an established community as it is not within a designated community of San Joaquin and is consistent with surrounding land uses.

Additionally, the proposed project will have a less than significant impact to surrounding parcels with inclusion of the recommended Conditions of Approval and will not create premature development pressure on surrounding agricultural lands to convert land from agricultural uses to non-agricultural uses. Therefore, this project is not a growth-inducing action. The proposed project does not conflict with any existing or planned uses or set a significant land use precedent. The proposed project is not in conflict with any Master Plans, Specific Plans, or Special Purpose Plans, or any other applicable plan adopted by the County. As a result, the project is anticipated to have a less than significant impact related to land use and planning.

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? | ☐ | ☐ | ☐ | ☒ | ☐ |

Impact Discussion:

- a-b) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The project site is in the MRZ-1 zone, and no mining is proposed. The proposed project will not result in the loss of availability of a known mineral resource or a resource recovery site 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. Additionally, there currently are no mining activity in the area, and the surrounding area is developed with industrial uses, agricultural uses with scattered residences, commercial uses, and residential uses. 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 ground borne vibration or ground borne 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? | ☐ | ☐ | ☒ | ☐ | ☐ |

Impact Discussion:

- a-b) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

There are 4 residences immediately south of the existing use and proposed project on parcels 179-090-07, 179-090-08, 179-090-09, and 179-090-10. The parking area closest to the residential uses will be used as truck inventory storage. Additionally, as a condition of approval, the project will be required to maintain a 10-foot setback with landscaping from the adjacent parcels. Additionally, any parcel(s) that contain a residential use will require a masonry concrete wall 6 to 8 feet in height to be used as screening.

Development Title Section 9-404.040 lists residential use types as noise sensitive land uses. Development Title Section Table 9-404.040 Part II states that the maximum sound level for stationary noise sources shall be 75 dB. This applies to outdoor activity areas of the receiving use or applies at the lot line if no activity area is known. Additionally, noises from construction activities are exempt from noise standards provided the construction occurs no earlier than 6:00 A.M. and no later than 9:00 P.M. The proposed project would be subject to these Development Title standards. With the recommended conditions of approval, noise impacts associated with the proposed project are expected to be less than significant.

- c) The project site is located within the Stockton Metropolitan airport land use plan. Based on the Stockton Metropolitan Airport Land Use Compatibility Plan Dated May 2016 and amended February 2018, the project site is not within the noise contours or paths of travel for the Airport. As a result, any excessive noise impacts associated with 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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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? | ☐ | ☐ | ☐ | ☒ | ☐ |

Impact Discussion:

- a-b) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The proposed project is an expansion of an existing developed site and not anticipated to alter the location distribution, density, or growth rate of the human population in the area. The project does not propose housing within the project boundary and is anticipated to provide a service to existing housing in the area. Therefore, the project will not induce substantial unplanned population growth in the area. The proposed project will not result in displacement of any population or affect the amount of proposed or existing housing in the vicinity. As a result, the project's impact on population and housing will 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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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?

☐	☐	☒	☐	☐
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Police protection?

☐	☐	☒	☐	☐
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Schools?

☐	☐	☒	☐	☐
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Parks?

☐	☐	☒	☐	☐
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Other public facilities?

☐	☐	☒	☐	☐
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Impact Discussion:

a) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The project site is within the Montezuma Fire District and is served by the San Joaquin County Sheriff's Office for police protection. A referral was sent to both agencies and no responses were received. The proposed project is not anticipated to result in substantial adverse physical impacts to existing service ratios, response times or other performance objectives for fire protection or police protection.

The site is also within the Stockton Unified School District and the nearest County Park is the Regional Sports Complex that is approximately 2 miles south of the proposed project site. The proposed use will not require any additional park area. The proposed project is anticipated to have a less than significant impact on public services.

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:

a-b) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The proposed project will not substantially increase the use of existing neighborhood and regional parks or other recreational facilities because no increase in housing or people are associated with this application. Additionally, the project does not include proposed recreation facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. As a result, no impacts to recreation facilities are anticipated.

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? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ | ☐ |

Impact Discussion:

- a-d) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

A referral was sent to the Department Public Works and the California Department of Transportation on January 30, 2024. Public Works responded on March 28, 2024, with their comments. The comments did not identify any concerns that the proposed project would conflict with any program plan, ordinance, or policy related to the circulation system or increase hazards due to a geometric design feature and is expected to result in a less than significant impact.

It was determined that this project will generate less than 110 automobile trips per day and, therefore, is considered a small project according to the Technical Advisory on Evaluating Transportation Impacts in CEQA, as published by the California Office of Planning and Research (OPR) in December 2018. According to this OPR guidance, a small project that generates or attracts "fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact" with regards to Vehicle Miles Traveled (VMT)."

Additionally, the project was referred to the Montezuma Fire District and San Joaquin County Sheriffs office. No responses were received regarding impacts to emergency access. Therefore, any impacts associated with 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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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

☐ ☐ ☐ ☒ ☐

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.

☐ ☐ ☐ ☒ ☐

Impact Discussion:

a) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

On January 30, 2024, referrals were sent to United Auburn Indian Community, California Valley Miwok Tribe, California Tribal TANF Partnership, North Valley Yokuts Tribe, and Buena Vista Rancheria for review. No responses for the project were received. In the event human remains are discovered at any point of the project, California state law requires that there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county has determined the manner and cause of death. Recommendations concerning the treatment and disposition of the human remains shall have been made to the person responsible for the excavation (California Health and Safety Code - Section 7050.5). At the time development, if Human burials are found to be of Native American origin, the developer shall follow the procedures pursuant to Title 14, Division 6, Chapter 3, Article 5, Section 15064.5(e) of the California State Code of Regulations.

As a result, the project is anticipated to have a less than significant 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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XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

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

Impact Discussion:

- a-e) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

There are no public services available in the area for water, sewer, or storm water drainage. The application is proposing an on-site septic system for wastewater, an on-site well for water, and an on-site retention basin for storm water drainage. The proposed well and septic system must be maintained under a permit by the San Joaquin County Environmental Health Department. Additionally, as an ordinance requirement, the property is required to keep all storm drainage on site and follow all San Joaquin County Public Works rules and requirements pertaining to storm drainage. As a result, impacts to utility and service systems 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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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? | ☐ | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ | ☐ |

Impact Discussion:

- a-d) This project is an Administrative Use Permit application to convert and expand an existing truck maintenance facility into a truck sales facility with accessory maintenance, repair, and trailer storage. The project includes the demolition of an existing 13,774 square foot repair and maintenance building and construction of a new 32,000 square foot building that will contain a sales office, and maintenance and repair facilities. The project also includes an outdoor parking area for 180 parking spaces to be used as temporary storage of inventory trucks for sale, lease, repair, and maintenance.

The project location is in a county pocket just south of the City of Stockton and is not identified or near 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, no impact related to wildfires are anticipated.

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?

☐	☐	☒	☐	☐
--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------

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

☐	☐	☐	☒	☐
--------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

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

☐	☐	☐	☒	☐
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Impact Discussion:

a-c). Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or surrounding area. Mitigation measures have been identified in areas where a potentially significant impact has been identified and these measures, included as conditions of approval, will reduce these impacts to a less than significant level.



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NO. PLAN REVISIONS

NO.	DESCRIPTIONS	DATE
1	REV. 11/11/11 - FINAL	12/06/11
2	REV. 11/11/11 - FINAL	12/06/11
3	REV. 11/11/11 - FINAL	12/06/11
4	REV. 11/11/11 - FINAL	12/06/11
5		
6		
7		

STOCKTON, CA

3353 S. STATE ROUTE 99 W. FRONTAGE ROAD.

PRELIMINARY SITE PLAN

STOCKTON VOLVO MACK -

DOBBS TRUCKING GROUP



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BY: EFL

CHECKED: JEE

SHEET NO.

SP 1

OF 1 SHEET

Mitigation Monitoring and Reporting Plan

Project #		PA-2300283						
Date		10/4/2024						
Impact	Mitigation Measure/Condition	Type of Review		Agency for Monitoring and Reporting Compliance	Action Indicating Compliance or Review	Verification of Compliance or Annual Review of Conditions		
		Monitoring	Reporting			By	Date	Remarks
III. Air Quality	Construction and Operation-Record keeping	X		San Joaquin Valley Air Pollution Control District	For each project phase, all records shall be maintained on site during construction and for a period of ten years following either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.			
III. Air Quality	Construction and Operational Dates	X		San Joaquin Valley Air Pollution Control District	For each project phase, maintain records of (1) the construction start and end dates and (2) the date of issuance of the first certificate of occupancy, if applicable.			
III. Air Quality	Construction and Operation - Exempt from Off-site Fee	X		San Joaquin Valley Air Pollution Control District	For each project phase, within 30-days of issuance of the first certificate of occupancy, if applicable, submit to the District a summary report of the construction start, and end dates, and the date of issuance of the first certificate of occupancy. Otherwise, submit to the District a summary report of the construction start and end dates within 30-days of the end of each phase of construction.			