

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: Parminder Kaur (c/o CSHQA)

PROJECT TITLE/FILE NUMBER(S): PA-2300250

PROJECT DESCRIPTION: A Conditional Use Permit application to develop a combination convenience store, fuel station, restaurant, and carwash facility in 2 phases over 5 years. Phase 1 consists of a 2,695 square foot convenience store (a portion of which will be from converted space from an existing restaurant that will continue to operate) with off-site alcoholic beverage sales, a 1,141 square foot tunnel carwash with 4 vacuum stations, a 3,850 square foot fuel canopy with 6 multiple fuel dispensers, and a propane tank filling station. Phase 2 consists of a 1,991 square foot fast food restaurant with drive thru. The parcel is located in the urban community of Lockeford, CA, and in the Lockeford Community Service Area (CSD). The CSD will provide water and sewer service to the parcel. A storm water retention pond will be utilized for storm water drainage. The project will have an access driveway from N. State Route 88. (Use Types: Fuel Sales – Automotive; Eating and Drinking Establishment – Restaurant, Limited Service; Retail Sales and Services – Convenience; Automotive Sales and Services – Washing/Detailing.)

The project site is located on the east side of N. State Route 88, 0.5 miles north of E. Brandt Road, Lockeford, CA.

ASSESSORS PARCEL NO(S): 051-310-01

ACRES: 1.88 acres

GENERAL PLAN: C/C

ZONING: C-C

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
6,648 total square feet eating establishments, 2,901 square foot retail convenience store, 1,141 square foot carwash, and 3,850 total square feet in fueling canopy.

SURROUNDING LAND USES:

NORTH: Commercial; Lockeford; Agriculture with scattered residences; Mokelumne River
SOUTH: Agriculture with scattered residences
EAST: Low Density Residential; Agriculture with scattered residences; Bear Creek
WEST: N. State Route 88; Industrial; Agriculture with scattered residences; Mokelumne River

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 (note date); 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

PA-2300250 – Initial Study

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): **Caltrans, Air Pollution Control District**

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

☐

Yes

☒

No

City: Enter city name(s).

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.

Alisa Goulart
Signature

11-26-2024
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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

- a) San Joaquin County is set within the greater Central Valley, composed of large expanses of generally flat, agricultural lands and urban development, and framed by the foothills of the Diablo Range to the west and the foothills of the Sierra Nevada to the east. According to the County's General Plan, scenic resources within the County include farmland, waterways, hilltops, and oak groves (County of San Joaquin 2035).

The project is to develop the parcel with a fueling station with convenience store, carwash, and eating establishments. The project site is in the urban community of Lockeford, south of the town center, in a mix of recent urban development, commercial, and industrial development, mostly along State Route 88 and Locke Road. Potential scenic vistas include the Sierra Nevada to the east and nearby agricultural fields. These potential scenic vistas would not be changed with the proposed project as the project is less than 2 acres in size and doesn't propose structures over eighteen feet and two inches. Additionally, the San Joaquin County General Plan objective to preserve open space does not include parcels that are in a developed area, such as the project parcel. Therefore, the project will have not impact on scenic vistas.

- b) There are two officially designated state scenic highways in San Joaquin County: I-580 and I-5 (County of San Joaquin 2035). Both highways are located too far from the project site to be visible and therefore the project is not expected to impact these scenic resources.

In addition, the County has designated 26 roadways within the County as local scenic routes (County of San Joaquin 2035). The project site is located on N. State Route 88 in Lockeford. The portion of State Route 88 located in the northeast county, north of this project site, is a San Joaquin County-designated scenic highway. Additionally, views at the crossing of Bear Creek are also available from the roadway. However, the project would not impact these portions of the scenic route as both areas are located miles from the project site.

Downtown Lockeford is considered to have distinctive visual character but also would not be affected by the proposed improvements as the project is located one-half mile south of the center of Lockeford.

- c) See a. and b. above. Additionally, the project site is zoned Community Commercial (C-C) which permits the proposed uses in an urban area.
- d) The existing lighting and glare conditions in the project area are typical of a rural highway with only a few businesses open late. The project proposes operation between the hours of 6:00 a.m. and 2:00 a.m. New lighting for the project

would include outdoor building lighting, fueling canopy lighting, and parking lot lighting. Parking lot lighting standards stipulate that all lighting be designed to confine direct rays to the premises, with no spillover beyond the property line except onto public thoroughfares, provided that such light does not cause a hazard to motorists (Development Title Section 9-1015.5). Therefore, the project is expected to have a less than significant impact from new sources of light or glare on day or nighttime views 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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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 a 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:

- The Important Farmland Maps, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. According to the 2018 Important Farmland Map of San Joaquin County, the site is designated as Urban and Built-up Land which is defined as land occupied by structures with a building density of at least one unit to 1.5 acres and is land used for developed purposes. Because urban and built-up land is not a prime farmland category, the project will not convert prime farmland from an agriculture to a non-agriculture use.
- The Williamson Act is State legislation that preserves agricultural land through a program that permits contracts between landowners and local government that keep contracted land in agricultural use in exchange for a lower property tax assessment. The project parcel is not under a Williamson Act contract. Additionally, the zoning of the project parcel is Community Commercial, and the project will not change the zoning of surrounding parcels. Therefore, the project will

not conflict with existing zoning for agricultural use, nor will it conflict with a Williamson Act contract.

- c-d) There are no forest resources or zoning 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 corresponding zoning or conversion of such land.
- e) The project will not involve conversion of Farmland, as described in a) above. The proposed improvements would not serve any areas that are currently not planned for development. Therefore, impacts related to indirect conversion of Farmland would be less than significant. As the project site contains no designated forest lands, the project would have no impact on indirect conversion of forest lands

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-d) The project is to develop the parcel with a fueling station with convenience store, carwash, and eating establishments. The project site is located within the San Joaquin Valley Air Basin which lies within the jurisdiction of the San Joaquin Valley Air Pollution Control District (District). SJVAPCD is the local agency established by the State of California to regulate air quality sources and minimize air pollution through the development and implementation of plans, programs and regulations that would enable the Air Basin to attain ambient air quality standards set under both the federal and California Clean Air Acts. Under their respective Clean Air Acts, both the State of California and the federal government have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California has four additional criteria pollutants under its Clean Air Act: sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles.

The project was referred to SJVAPCD on January 30, 2024. Comments were received from the District in a letter dated November 20, 2024. According to the comments, based on the information provided to the District, project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts.

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. The District determined that this project is subject to District Rule 9510 (Indirect Source Review [ISR]) because it will receive a project-level discretionary approval from a public agency and will equal or exceed 2,000 square feet of commercial space. The purpose of District Rule 9510 is to reduce the growth in both nitrogen oxides (NOx) and particulate matter (PM) emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions. The applicant will need to submit an Air Impact Assessment application to allow for proper project design for clean air.

Because the use of under-fired char broilers can release carcinogenic PM2.5 species, installation of a particulate matter emission control system may be required if the proposed restaurant will use an under-fired char broiler. Additionally, the project proponent will be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities to satisfy District Rule 8021 related to dust control during earthmoving activities, and an Authority to Construct to satisfy District Rules 2010 and 2201, a

requirement for stationary source emissions emitters.

The project will comply with the rules and regulations of the Air Pollution Control District and will obtain permits to satisfy all District rules that apply. With implementation of the District Rules' requirements, the project's impact on air quality 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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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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-f) The San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP) is a comprehensive plan for assessing and mitigating the biological impacts of converting open space or biologically sensitive lands to urban development in San Joaquin County and its incorporated cities. For the conversion of open space to non-open space uses that affect covered plant, fish, and wildlife species, the SJMSCP provides three compensation methods: preservation of existing sensitive lands, creation of new comparable habitat on the project site, or payment of fees that would be used to secure preserve lands outside the project site. In addition to fee payments, the SJMSCP identifies Incidental Take Minimization Measures - protection measures that avoid direct impacts of development on special-status species - with which projects are required to comply (SJCOG 2000). The San Joaquin Council of Governments (SJCOG) implements the SJMSCP on a project by-project basis. Pursuant to the Final EIR/EIS for SJMSCP, dated November 15, 2000, and certified by SJCOG on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant.

A project referral was sent to SJCOG on January 30, 2024. SJCOG responded to this project referral in a letter dated January 31, 2024, that the project site has existing structure and ground disturbance. Because there is no conversion of open space to non-open space (the site is paved and developed with a restaurant), it is not necessary for the applicant to participate in the plan as any previously existing habitat was covered with the existing development. Likewise, there are no wetlands nor trees on the site.

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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-c) The project is to develop the parcel with a fueling station with convenience store, carwash, and eating establishments. The site is located on N. State Route 88, in Lockeford, approximately one-half mile south of the downtown of Lockeford. There are several historical resources in the Lockeford area. The original post office, known as the "White House" or "Locke House and Barn," is listed on the National Register of Historic Places. Locke's Ford on Locust Street is a California Historic Landmark. Resources designated State Points of Historic Interest include Locke's Meat Market on State Route 88, the Old Lockeford School on Jack Tone Road, and Harmony Grove Church and Cemetery on Locke Road (San Joaquin County 2035). However, given the narrow scope of the proposed project and its distance from any of these locations, it is unlikely that any of these resources would be impacted by the project. Therefore, project impacts on historical resources are considered less than significant.

All proposed project development is proposed within the existing disturbed areas on site, which has been utilized for a full service restaurant even prior to 1960. As a result, no impact on cultural resources is 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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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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

- a-b) 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. 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) According to the California Department of Conservation's California Geological Survey, the project site is not located within an earthquake fault zone. However, similar to other areas located in seismically active Northern California, the project area is susceptible to strong ground shaking during an earthquake, although the site would not be affected by ground shaking more than any other area in the region.

The Project development would be required to comply with the most recent version of the California Building Code (CBC), which contains universal standards related to seismic load requirements and is codified within the San Joaquin County Ordinance Code under Section 8-1000. In addition, a soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report will be incorporated into the construction drawings. As a result, impacts associated with seismic ground shaking or possible ground liquefaction are expected to be less than significant.

The project site is located in an area that is relatively flat and does not contain any slopes that could result in landslides. Therefore, impacts associated with landslides are expected to be less than significant.

- b) The project would not result in substantial soil erosion or the loss of topsoil because the project will require a grading permit in conjunction with a building permit. Therefore, the grading will be done under permit and inspection by the San Joaquin County Community Development Department's Building Division. As a result, impacts to soil erosion or loss of topsoil will be less than significant.
- c) As part of the project design process, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. As a result of these grading recommendations, which are required by the California Building Code (CBC), the project would not be susceptible to the effects of any 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 Soil Survey of San Joaquin County classifies the project site soil as having low to moderate expansive . As mentioned above, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. These recommendations will include measures to counter any effects resulting from low to moderately expansive soil. As a result of these recommendations, which are required by the California Building Code (CBC), the project's likelihood of project buildings being impacted by the effects of expansive soil is expected to be less than significant.
- e) The project will receive sanitary sewer service from a public agency, the Lockeford Community Service Area. Because a septic system will not be utilized, impacts to soils from wastewater are expected to be less than significant.
- f) The project area has not been determined to contain significant historic or prehistoric archeological artifacts that could be disturbed by project construction. As discussed in Section V. Cultural Resources, the proposed project location is an existing disturbed area. Therefore, the project's likelihood of destroying indirectly a unique paleontological resource or site or unique geologic feature is 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) 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 proposed 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. As such, the analysis herein is limited to discussion of long-term operational GHG emissions.

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:

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

Impact Discussion:

- a-c) Pursuant to the Hazardous Materials Disclosure Survey submitted with the application, there will be both handling and generating of hazardous materials but in quantities less than 55 gallons, 500 pounds, or 200 cubic feet. The Unified Hazardous Waste and Hazardous Management Regulatory Program, enacted in 1993, is a state and local effort to consolidate, coordinate, and make consistent existing programs regulating hazardous waste and hazardous materials management. The Unified Program is implemented at the local level by a Certified Unified Program Agency (CUPA). The San Joaquin County Environmental Health Department was approved by the State as the CUPA for the County and its incorporated cities. Among other responsibilities, the CUPA provides the management and record keeping of hazardous materials through the Hazardous Materials Program, which inspects businesses for compliance with the State's Hazardous Waste Control Law and issues hazardous materials/waste permits to businesses that handle quantities greater than or equal to 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at any given time. Businesses issued these permits are required to submit a Hazardous Materials Business Plan, which includes an inventory of hazardous materials and wastes and an emergency response plan for hazardous material incidents. In this way, impacts related to the use, transport, or disposal of hazardous materials are expected to be less than significant.

- 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 and, therefore, will not result in creating a significant hazard to the public or the environment.
- e) The project site is not 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. The nearest airport is the Lodi Airport located approximately 4.5 miles to the west of the project site. Therefore, due to the project site's distance from the airport, the project's risk of exposing people residing or working in the project area to safety hazards or excessive noise is less than significant.
- f) The County of San Joaquin Emergency Operations Plan is an all-hazards document describing the County's incident management structure, compliance with relevant legal statutes, other relevant guidelines, whole community engagement, continuity of government focus, and critical components of the incident management structure. According to the Emergency Operations Plan, major transportation route State Route 88, would be a possible evacuation route in the event of an emergency. The Project would not affect this route, and moreover, the Project would not affect the County's ability to implement its Emergency Operations Plan in the event of an emergency. Notwithstanding, the Project would not impede access to any public route that might be needed as an evacuation route. As a result, the Project's impact on emergency response or evacuation activities is expected to be less than significant.
- g) 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.

X. HYDROLOGY AND WATER QUALITY.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a) The project will receive sanitary sewer service from a public sewer system, the Lockeford Community Service Area (CSD). The CSD's wastewater system is required to comply with the conditions of Waste Discharge Requirement (WDR) Order No. R5-2007-00179 issued by the Center Valley Regional Water Quality Control Board. The WDR sets limitations on the effluent discharged from the wastewater treatment plan (WWTP) treatment pond. These include a monthly average of no greater than 40 mg/L of biochemical oxygen demand, 10 mg/L of total nitrogen, and 550 mg/L of total dissolved solids. Implementation of the proposed project would not alter this WDR. Therefore, project impacts on water quality would be less than significant.
- b) The project will receive water service from a public water system, the Lockeford Community Service Area (CSD). The project includes an onsite retention pond for storm water drainage and will be sized appropriately and under permit from the Department of Public Works. Therefore, although development of the site will create impervious areas equal to the size of the parcel, with the stormwater system returning stormwater to the ground, the project's interference with groundwater recharging is expected to be less than significant.

- c) The construction of the proposed project would result in grading and soil-disturbing activities and the installation of new impervious surfaces. A grading permit will be required which requires plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan must show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the California Building Code (CBC). The plans must also show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the CDC. A drainage plan must be submitted for review and approval, prior to release of a building permit. In this way, any impacts to the existing drainage pattern of the site will be less than significant.
- d) The flood zone information contained on the San Joaquin County Flood Information viewer is provided using the Digital Flood Insurance Rate Map data received from the US Department of Homeland Security, Federal Emergency Management Agency (FEMA). Pursuant to this information, the area containing the project site is not in a Special Flood Hazard Zone. Development of this project will not require compliance with Development Title Section 9-1605 regarding flood hazards. The project site is also not located in a tsunami nor a seiche zone. Therefore, results from project inundation are expected to be less than significant.
- e) As noted, the project would be required to comply with WDR Order No. R5-2007-0179, which seeks to minimize wastewater system impacts on water quality in the area. The project would not conflict with known water quality objectives of the WDR. Additionally, as a result of the Sustainable Groundwater Management Act, the Eastern San Joaquin Groundwater Sustainability Agency proposes various projects and management actions under the Basin Plan. However, none of these projects apply at an individual development project level; however, implementation of this project would not interfere with the implementation of these projects and management actions.

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:

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| 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 is to develop the parcel with a fueling station with convenience store, carwash, and eating establishment. The project does not include construction of any feature that would impair mobility within an existing community, nor does it include removal of a means of access between a community and outlying area. The project site is not used as a connection between established communities. Instead, connectivity with the area surrounding the project is facilitated via local roadways. Therefore, the project will not result in dividing an established community.
- b) The project is to develop the parcel with a fueling station with convenience store, carwash, and eating establishment. These are permitted uses in the Community Commercial (C-C) zone with an approved land use permit therefore, the proposed uses will be consistent with all land use policies and regulations of the County Development Code and 2035 General Plan, therefore, the project's impact on the environment due to land use conflict 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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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?

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Impact Discussion:

- a-b) Pursuant to the San Joaquin County General Plan Background Report, Chapter 10 - Natural Resources, the primary extractive resource in San Joaquin County is sand and gravel, with the principal areas of sand and gravel extraction located in the southwestern part of the county and along the Mokelumne, Calaveras, and Stanislaus rivers in the eastern portion of the county. The project site is located in the northern reaches of the county approximately 1.5 miles south of the Mokelumne River in an area classified as Mineral Resource Zone 1, defined as an area where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. Therefore, the project's impact on the loss of important minerals 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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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 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"/>

Impact Discussion:

- a-b) The project site is located on N. State Route 88 in the urban community of Lockeford. The western half of the site is located entirely within the 65dB noise contour of State Route 88. Traffic on State Route 99 results in existing noise levels that exceed the County's noise standards. The project will result in a temporary increase in ambient noise level associated with project construction activities to include grading and use of heavy machinery and equipment, however, the existing noise from N. State Route 88 traffic exceeds any noise resulting from the project. Therefore, noise impacts from the proposed project and impacts on vibrations are expected to be less than significant.

The project site is not 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. The nearest airport is the Lodi Airport located approximately 4.5 miles to the west of the project site. Therefore, due to the project site's distance from the airport, the project's risk of exposing future workers at the project site to excess noise levels and impacts resulting from airport noise levels to people residing or working in the project area 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)?

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b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

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Impact Discussion:

a-b) The project will not induce substantial population growth in the area either directly or indirectly because the project is not anticipated to result in an increase in the number of jobs available. The proposed project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere because no residences will be removed. Therefore, the project's impact on population and housing 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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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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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:

a) The project site is located in unincorporated San Joaquin County in the urban community of Lockeford. The site is located in the Mokelumne Rural Fire District, which covers an area of approximately 34 square miles east of the City of Lodi and includes the urban community of Lockeford. The District operates out of a station on 13157 E. Brandt Road south of Lockeford. As of 2016, the Fire District had 9 paid personnel, 15 emergency medical technicians, and one administrative staff member. Average response time to a call is 5 minutes. The District is part of the North County Fire automatic aid agreement, along with the Linden-Peters and Waterloo-Morada Fire Districts. In the event a more complex incident should occur, the nearest bordering agency to the incident would be automatically dispatched to provide additional support.

Police protection services in unincorporated San Joaquin County are provided by the San Joaquin County Sheriff's Department, with its station in the community of French Camp. The Sheriff's Department has more than 800 sworn and support personnel working in eight divisions, including the Field Forces Division that provides patrols.

The project area is within the Lodi Unified School District. The one public school in the project area is Lockeford Elementary School, which provides instruction to students from kindergarten to 8th grade. High school students attend Lodi High School in Lodi.

Parks in the Master Plan area are managed by the CSD. The CSD, working with San Joaquin County, is developing Lockeford Memorial Park. There are no other public service facilities in the project area.

The public service agencies listed above were provided with the project proposal and invited to respond with any project concerns or conditions. No agencies responded with conditions or concerns. Therefore, the project is not expected to have a significant impact on the ability of these service providers to maintain current levels of service and the project's impact on these services 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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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) The project is not expected to result in a large number of employees nor is there any residential development as part of the project. Therefore, the project is not expected to result in an increase in demand for neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the project, an expansion of an existing winery, is not expected to result in an increased demand for recreational facilities. Therefore, the project will have no impact on recreation facilities.

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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a) The project site is located on N. State Route 88 which is the primary highway in the project area. State Route 12 and State Route 88 merge southwest of Lockeford; the State Routes remain merged until they separate near the community of Clements to the east. Along with carrying local traffic, State Route 12/88 is Lockeford's primary link to Stockton and Lodi, and it is a major regional access route to the Sierra Nevada foothills and mountains.

The project a combination gas station, carwash, convenience store, and fast-food restaurant on State Route 88 will not generate additional traffic as it will serve the existing traffic traveling on State Route 88. The project referral was sent to the California Department of Transportation for comment and received a response to reduce the proposed number of driveways from two to one. The applicant followed this direction with a revised site plan depicting one driveway. The project will not alter the existing transportation facilities; as such, its installation would not lead to conflicts with transportation plans and ordinances related to these roads.

There are no existing or planned pedestrian facilities, bicycle facilities, or transit facilities in the project vicinity therefore, the project's impact on pedestrian, bicycle or transit facilities is expected to be less-than-significant.

- b) The project would have a less-than-significant impact on Vehicle Miles Traveled (VMT) based on the San Joaquin County Transportation Analysis Guidelines of September 2020, which state that locally serving retail projects and retail projects that are less than 50,000 square feet are presumed to have a less-than-significant VMT impact. The proposed project can be considered a locally serving retail use due to its size, location, and the nature of the goods sold which will serve local traffic traveling State Route 88.
- c) The Department of Public Works will require the applicant to improve the driveway approach in accordance with the requirements of San Joaquin County Improvement Standards Drawing No. R-13 providing return radii for truck-trailer egress designed to prevent encroachment onto opposing lanes of traffic. Additionally, Public Works is requiring the conversion of two 3-way intersections that currently have a stop sign at just one approach to all-way stops. With these improvements, the project's impact on transportation hazards is expected to be less than significant.

The use is development of a commercial fueling station with convenience store and convenience eating establishment. The project location is zoned Community Commercial which permits these uses; therefore the zoning and use will be compatible with the area. The use will result in vehicles and trucks accessing the site and access has been reviewed for safety by both Caltrans and the Department of Public Works.

- d) The project site would be accessed from State Route 88. A driveway and circulation route that meets the San Joaquin County Fire Chiefs' Association guidelines for providing fire apparatus access as required by the California Fire Code (CFC) is required. Therefore, site access will provide adequate space for fire trucks and emergency vehicles to enter and turn around, and the project's impact on emergency access 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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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

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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.

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Impact Discussion:

a)

i) The project site is undeveloped; therefore no buildings are listed on the State Office of Historic Preservation California Register or the National Register of Historic Places. Therefore, the project will not result in a substantial adverse change in the significance of a historical resource as defined by CEQA.

ii) The project is to develop the parcel with a commercial fueling station with convenience store and convenience eating establishments. Existing development includes a full-serve restaurant and paved parking lot. The project was referred to Native American tribes with potential jurisdiction in the project area. No comments were received indicating the site is not a potential site of interest. At the time of development, if human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of Guidelines for California Environmental Quality Act.

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

- a) The project proposed development of a commercial fueling station with convenience store and eating establishments. The project will receive water and sanitary sewer service from a public entity, the Lockeford Community Services District (CSD). A will-serve letter from the CSD dated December 21, 2023, states there is sufficient water supply and sewer capacity to serve the project. The area is served by Pacific Gas & Electric which already has facilities in the area. Lastly, an onsite retention pond will contain storm water. Therefore, the project will not required new or expanded facilities that could cause a significant environmental effect.
- b) The project will receive water from a public entity, the Lockeford Community Services District (CSD). Existing groundwater supplies available to the CSD will not be directly affected by the proposed project. Therefore, the project will have sufficient water supplies available to serve it in the foreseeable future.
- c) The project will receive sanitary sewer service from a public entity, the Lockeford Community Services District (CSD). A will-serve letter from the CSD dated December 21, 2023, states there is sufficient sewer capacity to serve the project.
- d-e) The project site is currently within the boundaries of Republic Services, one of five solid waste collectors providing service under franchise to San Joaquin County. The San Joaquin County Code requires that solid waste be collected from residential generators a minimum of once a week, and at least twice a week for commercial and industrial generators (San Joaquin County 2016a). Solid waste is transported and disposed of primarily at three active sanitary landfills in San Joaquin County. The North County Landfill on East Harney Lane has available capacity to 2048, and the Foothill Sanitary Landfill on North Waverly Road has available capacity to 2082 (CalRecycle 2021). The Forward Landfill on Austin Road near Stockton was to have reached its capacity in 2020; however, the County Board of Supervisors recently approved an expansion of Forward Landfill that would extend its life to 2036 (Crunden 2020). California Senate Bill 1383 (SB 1383) requires jurisdictions in California to recycle organic waste, including paper, cardboard, yard materials, food scraps, and food-soiled paper with a goal of diverting 75% of organics from reaching

the landfill by 2025. San Joaquin County passed SB 1383 Organic Waste Diversion Ordinance in February of 2022 mandating that business must comply with SB 1383 mandates by 1) subscribing to a SB 1383 compliant waste collection system through a licensed collector; 2) qualifying for a waiver; or, 3) utilizing acceptable alternative compliance methods. In this way, the project is expected to be in compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

XX. WILDFIRE.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-d) The project location is located in the urban community of Lockeford, on State Route 88. The area of the project site is not classified as a fire hazard severity zone. Therefore, the project's impact on emergency response plans is expected to be less than significant. The site is primarily flat therefore, the project has no factors likely to exacerbate a wildfire. Development of the project will require observance of regulations of the California Fire Code which may require onsite water storage for fire protection which will be determined at the time of building plan submittal.

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)?

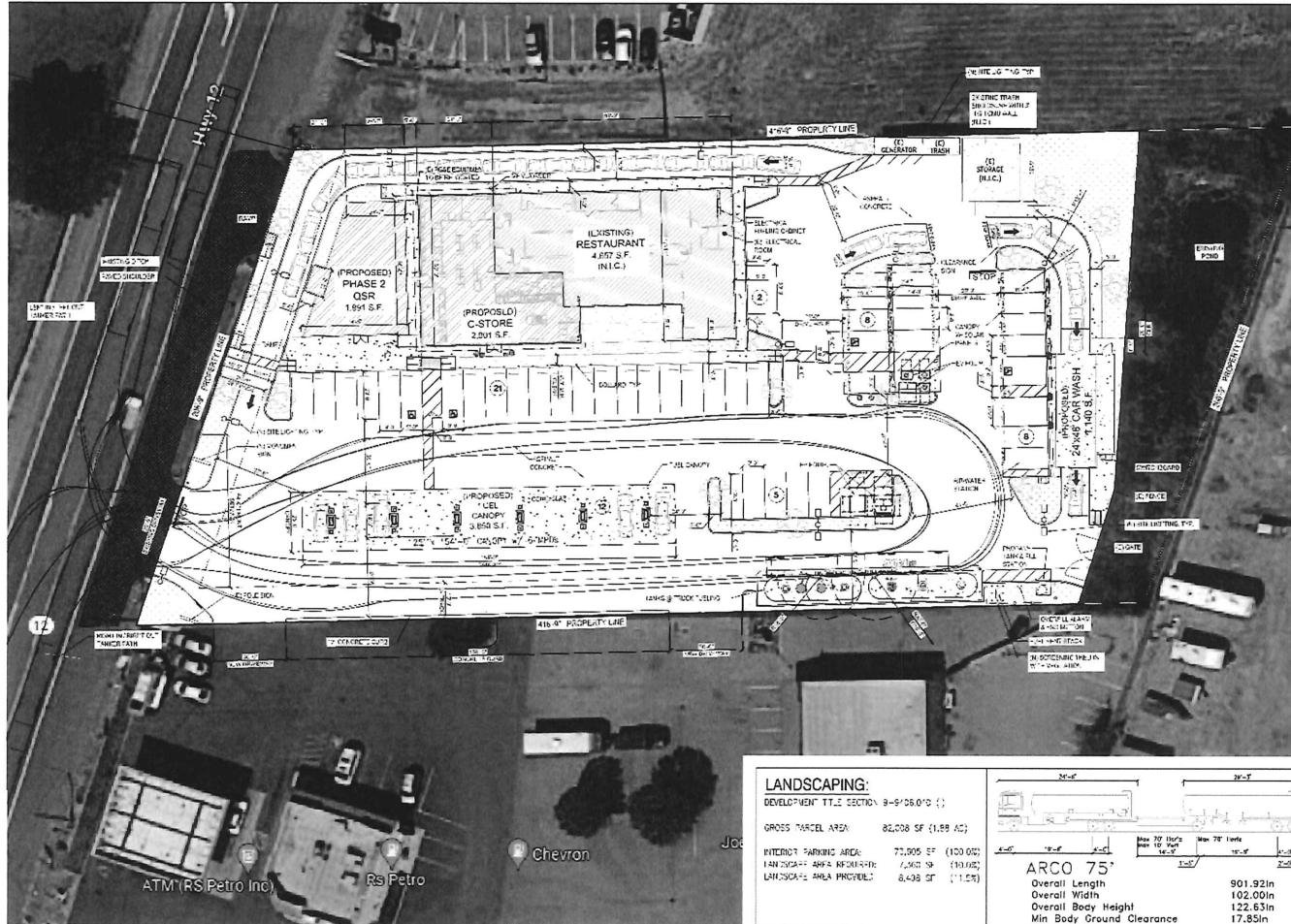
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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☐
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Impact Discussion:

- 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.



2 AREA MAP
SCALE NO SCALE



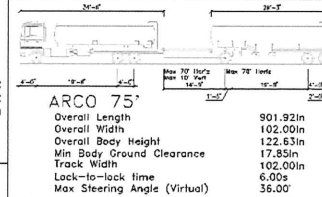
3 VICINITY MAP
SCALE NO SCALE

PROJECT DATA:

LOCATION:	18700 CA-88, LOCKEFORD, CA
DISTRICT ZONING:	C-2 (COMMUNITY COMMERCIAL)
APN:	05-31-021
TOTAL LOT AREA:	1.94 ACRES
PROJECT PARCEL AREA:	62,008 SF
PARKING PROVIDED:	56 SPACES
Q-STORE (3 STALLS PER FUEL STATION) X 12	= 09 SPACES
FUELING (12 STALLS PER FUEL STATION) X 12	= 15 SPACES
RESTAURANT (5 STALLS PER 1,200 SF) X 1,200 SF	= 24 SPACES
QSR (3 STALLS PER 1,000 SF) X 1,000 SF	= 08 SPACES
CARWASH (1 STALL PER SERVICE BAY)	= 01 SPACE
PARKING PROVIDED:	= 56 SPACES
VAN ACCESSIBLE	= 01 SPACE
STANDARD ACCESSIBLE	= 01 SPACE
CV C-APRON VAN ACCESSIBLE	= 01 SPACE
VAN/VAN ACCESSIBLE	= 01 SPACE
STANDARD ACCESSIBLE	= 27 SPACES
STANDARD VACUUM	= 01 SPACE
STANDARD CV CHAIRING	= 12 SPACES
FUEL STATION	= 12 SPACES
AIR/WATER	= 01 SPACE
REMARKS:	ALL NEW SIGNAGE TO MEET THE SIGN STANDARDS OF DEVELOPMENT TITLE SECTION 9-4C2 AND BE PERMITTED.

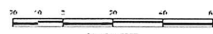
LANDSCAPING:

DEVELOPMENT TITLE SECTION 9-5/26.0/10 (1)	
GROSS PARCEL AREA:	62,008 SF (1.94 AC)
INTERIOR PARKING AREA:	77,905 SF (100,000)
LANDSCAPING AREA PROPOSED:	7,500 SF (10,000)
LANDSCAPING AREA PROPOSED:	8,438 SF (11.5%)



Scale: 1" = 20'-0"
23222.0

1 SITE CONCEPT
SCALE 1" = 20'-0"



Conceptual Site Plan - SP1
Design Package | pg. 1