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: Frank Spingolo

PROJECT TITLE/FILE NUMBER(S): PA-2200274 (SA)

PROJECT DESCRIPTION: A Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services. The project proposes access from North Broadway Avenue. (Use Types: Truck Services-Parking, Repairs, Sales and Rentals; Industry-Limited; Construction Services-General and Heavy Infrastructure; Auto Repair Limited and Major; Agricultural Warehousing; and Equipment Sales, Repair, and Storage, Farm Machinery Sales and Repair).

The project site is located on the west side of North Broadway Avenue, 385 feet north of E. Fremont Street, Stockton.

ASSESSOR PARCEL NO.: 143-220-01

ACRES: 8.28 acres

GENERAL PLAN: I/L (Limited Industrial)

ZONING: I-L (Limited Industrial)

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
Truck parking for 151 trucks and 151 trailers, and three buildings totaling 35,100 square feet to be used for administration offices, auto repair, construction services. Limited manufacturing, farm equipment sales and repair, and truck sales and services.

SURROUNDING LAND USES:

NORTH: Industrial, Residential, City of Stockton, Gianone Park, Stockton Terminal and Eastern Railroad
SOUTH: Commercial, Residential, Industrial, City of Stockton, Sousa Park, State Route 4.
EAST: State Route 99, Franklin High School, Stockton Diverting Canal, Industrial
WEST: City of Stockton, Industrial, Residential, Fillmore Elementary School

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 (June 20, 2023, a Traffic Study prepared by GHD on September 1, 2023, San Joaquin Valley Air Pollution Control District Air Impact Assessment dated May 6, 2024, Health Risk Assessment dated December 1, 2024) staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application. Copies of these reports can be found by contacting the Community Development Department.

TRIBAL CULTURAL RESOURCES:
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes,

for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No

GENERAL CONSIDERATIONS:

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

   ☐ 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): City of Stockton, Air Pollution Control District

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: Giuseppe Sanfilippo
Senior Planner

4/23/2025
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
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 a 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-c) This project is a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

The proposed project site is located on the west side of North Broadway Street just east of the City of Stockton. Pursuant to the 2035 General Plan, this area is within the sphere of influence of the City of Stockton and not located along a scenic route. The site contains several oak trees that the applicant is proposing to remove as part of the proposed project. The removal of any oak trees will require the applicant to file a Zoning Compliance Review for the removal of trees and replace them consistent with Development Title section 9-400.080(d)(4), which requires each Native Oak Tree removed to be replaced by three trees or acorns. Any impacts related to the removal of any oak trees will be mitigated to less than significant. There is also a waterway (Stockton Diverting Canal) approximately .70 miles northeast of the site, but it is not visible from the project parcel. As a result, the project will not have a substantial, adverse effect on a scenic vista, nor will it substantially damage scenic resources. The project is within a designated urban area and the proposed uses are permitted under the current Limited Industrial zoning. Therefore, the proposed project is anticipated to have a less than impact on scenic vistas and resources.

d) The proposed project includes security lighting and will be required to adhere to 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
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

The project site is zoned I-L (Limited Industrial), and is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is also not under a Williamson Act contract. Additionally, the proposed uses may be conditionally permitted in the I-L zone with an approved Site Approval application. Therefore, the project will not convert prime farmland, nor conflict with the current zoning or a Williamson Act contract.

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. The site is also not an agricultural property. Therefore, the

project will have a less than significant on forest land or timberland production, and will not result in the loss or conversion of such land or the conversion of agricultural land. As a result, the project is anticipated to have a less than significant 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
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

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. The project was referred to the SJVAPCD for review on December 19, 2023. On January 9, 2024 the SJVAPCD submitted a letter requiring the applicant to submit an Air Impact Assessment. The applicant submitted an approval letter from the SJVAPCD dated May 6, 2024, requiring the applicant to participate in District Enforced Emission Reduction Measures, which include:

- Construction Clean Fleet- Submitting to the District, within 30-days, a summary report of total hours of operation for construction equipment greater than 50 horsepower that was operated on site.
- Construction and Operation, Recordkeeping-Maintaining on-site, during construction, and for a period of ten-years following the end of constructions, all records pertaining to site construction
- Construction and Operational Dates- Maintaining all records of construction start and end dates, and the date of issuance of the first certificate of occupancy, if applicable.

With implementation of the District Emission Reduction Measures provided in the Air Impact Assessment approval letter, the impacts associated with air quality are expected to be less than significant with mitigation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

A referral was sent to the San Joaquin Council of Governments (SJCOG) on January 30, 2023, for review. The San Joaquin Council of Governments (SJCOG) responded with a determination that the project is subject to the *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan* (SJMSCP) for any future development that results in ground disturbance. Participation in the SJMSCP provides compensation for the conversion of Open Space to non-Open Space uses which affect the plant, fish and wildlife species covered by the Plan. The applicant has confirmed participation in the SJMSCP. If the Administrative Use Permit is approved, any future ground disturbance at the site would be subject to the SJMSCP as a Condition of Approval. As a result, the anticipated impact to Biological Resources is less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

There are no known historical or archaeological resources on the site. Additionally, there are no known human remains located on the 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 15064.5

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 State CEQA Guidelines Section 15064.5 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
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

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 any project related construction 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.

VII. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

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 all building permit submittals for the project will be reviewed by the Building Division for compliance with the California Building Code, which includes seismic requirements, 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 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 loss of topsoil, 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 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 add a new septic system and related leach lines to the site for wastewater disposal, which will require permits from the San Joaquin County Environmental Health Department and must meet the county's standards. Additionally, a soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to issuance of building permits pursuant to Development Title, Section 9-604.010(d). 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 or palenontological artifacts that could be disturbed by potential future site development. The project site also 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
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?	☐	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Impact Discussion:

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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 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 (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) 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 CO_2 equivalents ($MTCO_2e$/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.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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-c) This project is a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

Pursuant to the Hazardous Materials Disclosure Survey submitted with the application, the project is not expected to use or store hazardous materials on site; therefore, the risk of hazard due to the transportation or use of hazardous materials is 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 as noted above, does not include the use or storage of hazardous materials on-site. 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 not located within an airport land use plan or within two (2) miles of an airport. The nearest airport is the Stockton Metropolitan Airport, which is located approximately five miles south of the project site. Therefore, impacts resulting from airport noise levels to people in the project area are expected to be less than significant.

f) The project site is located on North Broadway Avenue, which has a local classification of local road, defined as two-lane streets that provide local access and service. This includes residential, commercial, industrial, and rural roads. All work and work equipment will be on site with no interference to traffic. The project site is also not anticipated to have a significant impact on the amount of area traffic, as the number of employee and customer trips is 45 per day. As a result of the Traffic Impact Study performed for the project, the Department of Public Works determined that the project must convert the intersection of Broadway Avenue and Fremont Street to an all-way stop. This item will be incorporated into the project's Conditions of Approval. Therefore, the impact on emergency response or evacuation plans is expected to be less than significant.

g) The project location is in the Urban community just outside of the City of Stockton and 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.

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?	☐	☐	☒	☐	☐
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

The project has provided a will-serve letter from the California Water Company for a connection to public water. Development of the site would be subject to the rules and requirements of the Environmental Health Department related to water quality, and subject to the rules and requirements of the Department of Public Works related to storm drainage and groundwater. The project site is in the X, Levee protected flood zone. The development, as proposed, is not anticipated to impede flood flows. 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.

c) The proposed project site is approximately .70 miles southwest of the Stockton Diverting Canal. The proposed project does not appear to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The applicant is proposing a retention basin for water run off that will be consistent with San Joaquin County Development Standards, which are reviewed by the Department of Public

Works. Therefore, the project is expected to have a less than significant impact on the drainage pattern of the site.

d) The project site is located within a Federal Emergency Management Agency Designated Flood Hazard Area Zone X, level protected and a 0.2 percent annual chance of flood designation. The project site is not located within a tsunami or seiche zone. A referral was sent to the Department of Public Works, Flood Control Division on January 30, 2023, for comments. In a letter dated January 3, 2024, the Department of Public Works confirmed that the site is not in a flood hazard area. As a result, no recommendations regarding flooding were provided, and impacts related to flooding are anticipated to be less than significant.

XI. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

The project is located within the Sphere of Influence of the City of Stockton in an area already developed with industrial, commercial, residential, and public uses. The project is contained entirely on one parcel and will not physically divide the established community. The nearest residence is located approximately 50 feet southwest of the proposed project site on the adjacent parcel (APN: 143-220-11). There are also residences on adjacent APNs: 143-460-12, 13, 14, 15, 17, 143-220-09, 143-230-07, 143-230-08, 143-230-09, 143-230-10, 143-230-11, 143-230-12, 143-230-13, 143-230-01. As a Condition of Approval, the project will be required to screen the site adjacent to the parcel(s) containing a residential use.

The proposed uses are permitted in the I-L (Limited Industrial) zone with an approved Site Approval application. The zoning and the underlying General Plan designation of I/L (Limited Industrial) for the project site will remain the same if the project is approved. 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 properties. Therefore, this project is not a growth-inducing action. Additionally, the proposed project will 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
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

San Joaquin County applies a mineral resource zone (MRZ) designation to land that meets the significant mineral deposits definition by the State Division of Mines and Geology. The project site is in the MRZ-1 zone, but no mining is proposed. Additionally, there currently is no mining activity in the area, and the surrounding area is developed with industrial, commercial and residential uses. The proposed project will not result in the loss of availability of a known mineral resource of a resource recovery site because the site does not contain minerals of significance or known mineral resources. Therefore, the proposed project will have less than a significant 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
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) This project is a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

The site will have truck operations 24-hours a day, seven days per week. The other uses on site will operate seven days a week, between 6:00 a.m. to 9:00 p.m. Development Title Section Table 9-404.050 states that the maximum sound level for stationary noise sources during the daytime and nighttime and 65dB. This applies to outdoor activity areas of the receiving use, or applies at the lot line if no activity area is known. Additionally, noise from construction activities are exempt from noise standards provided the construction occur 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. Therefore, noise impacts from the proposed project are expected to be less than significant.

b) The project does not include any operations that would result in excessive ground-borne vibrations or other noise levels. The equipment utilized in grading and paving of the site will temporarily increase the area's ambient noise levels. Development Title section 9-404.060 allows for construction activities on weekdays between the hours of 6:00 am and 9:00 pm. Restrictions on the hours of construction will reduce the noise impacts to a less than significant level; therefore, the project is anticipated ot have a less than significant impact related to ground-borne vibrations or other ground borne noise levels.

c) The project site is not located in the vicinity of a private airstrip or an airport land use plan; therefore, the project will not expose people residing or working in the project area to excessive noise levels related to airstrips and airports.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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) The proposed project is a Site Approval application to establish a truck parking facility for 151 trucks and 151 trailers. The applicant is also proposing to construct 3 buildings for tenant occupation in 2 phases over 5 years for ag warehouse administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services. Phase 1 includes paving and striping for 151 trucks and 151 trailers. Phase 2 includes the construction of (3) 11,700 square foot buildings. The applicant proposes 151 parking stalls to accommodate the trucks and trailers.

The proposed project will not 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. Additionally, the site is currently vacant land, and 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.

XV. PUBLIC SERVICES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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?	☐	☐	☒	☐	☐
Police protection?	☐	☐	☒	☐	☐
Schools?	☐	☐	☒	☐	☐
Parks?	☐	☐	☒	☐	☐
Other public facilities?	☐	☐	☒	☐	☐

Impact Discussion:

a) The proposed project is a Site Approval application to establish a truck parking facility for 151 trucks and 151 trailers. The applicant is also proposing to construct 3 buildings for tenant occupation in 2 phases over 5 years for ag warehouse administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services. Phase 1 includes paving and striping for 151 trucks and 151 trailers. Phase 2 includes the construction of (3) 11,700 square foot buildings. The applicant proposes 151 parking stalls to accommodate the trucks and trailers.

The project site is within the Stockton Fire District and is served by the San Joaquin County Sheriff's Office for police protection. The site is also within the Stockton Unified School District and the nearest County Park is Gianone Park. A referral was sent to the applicable agencies and no responses were received pertaining to concerns about response times or the need for new facilities. 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. No additional schools or park areas are required as a result of the proposed project. Therefore, 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
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐

Impact Discussion:

a-b) This project is a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

The proposed project will not substantially increase the use of existing neighborhood and regional parks or other recreational facilities because no increase in housing population is 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.

XVII. TRANSPORTATION. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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-c) This project is a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

A referral was sent to the Department of Public Works and the California Department of Transportation on January 30, 2023. A response was received by the Department of Public Works on March 1, 2023 stating a Traffic Impact Study would be required for the project. The Traffic Impact Study was completed by GHD, Inc. on September 1, 2023. A Vehicle Miles Traveled (VMT) analysis was performed as a part of the traffic study which concluded the following;

> *"Based on the SJCOG regional travel demand model, areas with low VMT for employment-based screening were considered for the proposed project's employee trips. The County's map-based screening criteria uses employment VMT per employee and a threshold of 15% below the unincorporated countywide average, which is more stringent than the CARB threshold of 16% for the region. Based on the SJCOG model, the VMT per employee threshold is 16.0. The model results by TAZ where the proposed project is has a VMT per employee rate of 13.0. Therefore, the proposed project is in a low VMT area. Additionally, the project location is an infill area near similar industrial uses and consistent with existing zoning. Therefore, the proposed project qualifies for the map-based screening criteria and can be presumed to have a less-than-significant impact on VMT."*

Based on this conclusion, VMT impacts related to this project are anticipated to be less than significant.

The proposed project does not conflict with a program plan, ordinance, or policy addressing circulation systems, including transit, roadways, bicycle, and pedestrian facilities. The project will not substantially increase hazards due to geometric design features or incompatible uses because the project access was reviewed in the Traffic Impact Study, and the Study concluded that the proposed access is sufficient for truck access and movement.

d) The project proposes access from a new 60-foot-wide driveway along North Broadway Avenue. Although the project has frontage along North Golden Gate Avenue, no access is proposed along this roadway. The project referral was sent to the San Joaquin County Sheriff's Office, and the Stockton Fire District for review, and the Fire District included the following requirements for access in their response:

- Address correction: If the site is not accessed from the Golden Gate Avenue frontage, the address for the project should be recorded under 1011 N. Broadway Street as this is where the driveway will be.

- Gated access will require a Fire Department key switch if the gate is automated. A battery back-up power system is required on any electric gate.
- Fire lane dedication on the site will be addressed during plan review.
- A 12-inch minimum address will be required on the property in a location approved by the Fire Department.

These requirements will be incorporated into the project's Conditions of Approval. As a result, the proposed access driveway will provide for adequate access for emergency equipment to the site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

On January 30, 2023, 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. A response was received by the Buena Vista Rancheria on January 31, 2024, and it stated that the Tribe had no objections to the project. If human burials found to be of Native American origin are encountered at the time of development, 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 find. The developer shall follow the procedures pursuant to the procedures in State CEQA Guidelines Section 15064.5

XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

The applicant proposes connecting to a public water service for water and provided a "will serve" letter from the California Water Service (CalWater) indicating that there is sufficient water supply for the proposed development.. Therefore, the applicant is proposing an on-site septic system for wastewater, and an on-site retention basin for storm water drainage. The proposed septic system must be installed under a permit by the San Joaquin County Environmental Health Department and subject to their rules and regulations. 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 related 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
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 a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services.

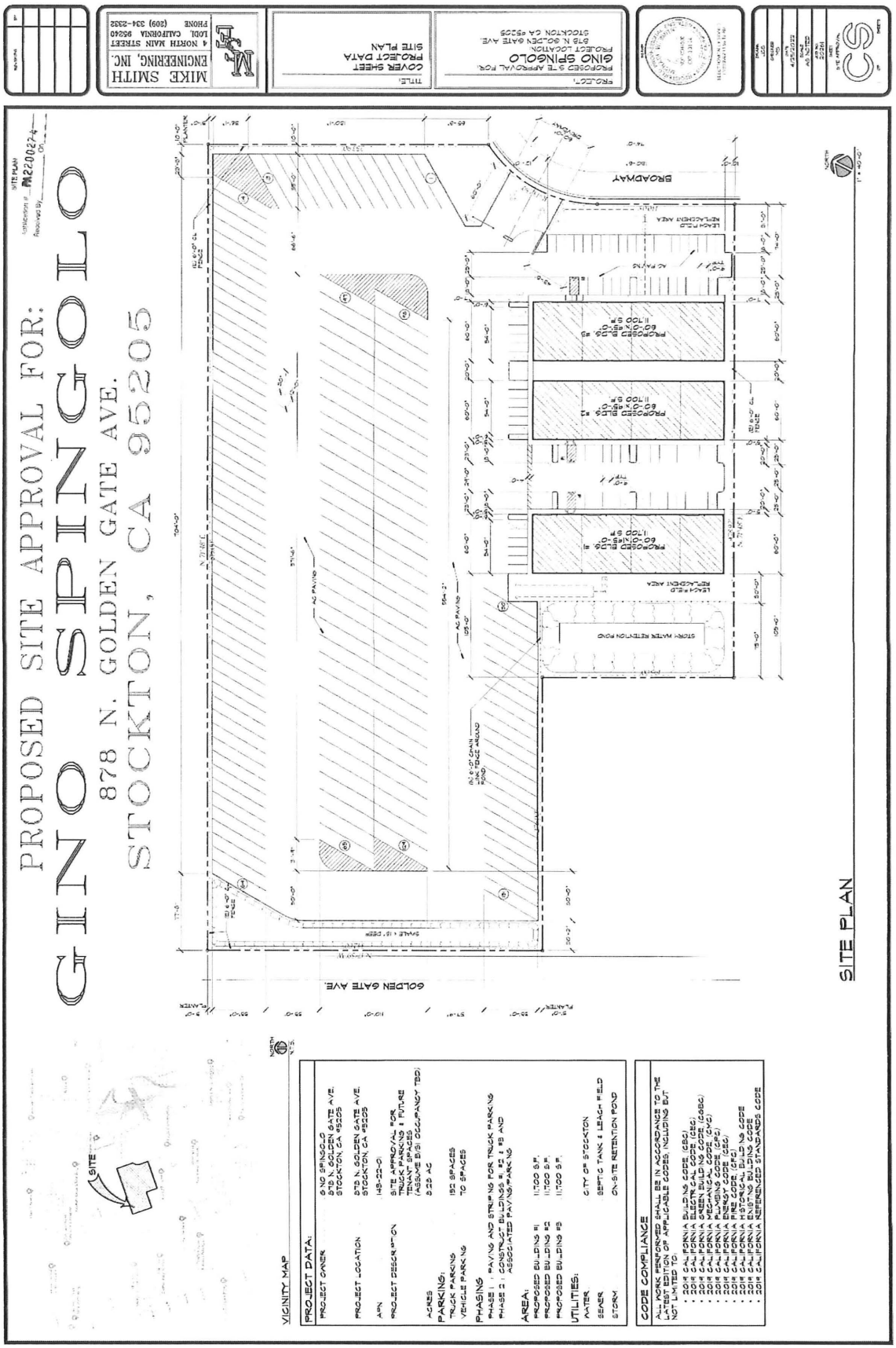
The project location is in an urban area just east of the City of Stockton and is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Therefore, no impacts associated with wildfire are anticipated..

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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?	☐	☐	☒	☐	☐

Impact Discussion:

a-c). This project is a Site Approval application to construct three buildings totaling 35,100 square feet of floor area and establish a truck parking facility for 151 trucks and 151 trailers in 2 phases over 5 years. Phase 1 includes paving and striping for 151 parking stalls that will each accommodate both a truck and a trailer. Phase 2 includes the construction of (3) 11,700 square foot buildings for the following potential uses: ag warehousing, administration offices, auto repair, construction services, industrial limited manufacturing, farm equipment sales and repair, and truck sales and services. The proposed application does not have the potential to degrade the environment or eliminate a plant or animal community or eliminate important examples of major periods of California history or prehistory. The project would not result in significant cumulative impacts or cause substantial adverse effects on human beings, either directly or indirectly.

ATTACHMENT: (MAP[S] OR PROJECT SITE PLAN[S])



Mitigation Monitoring Reporting Plan-PA-2200274 (SA) April 17, 2025

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 - Exempt from Off-site Fee		X	San Joaquin Valley Air Pollution Control District	Construction Clean Fleet- Submitting to the District, within 30-days, a summary report of total hours of operation for construction equipment greater than 50 horsepower that was operated on site.			
III. Air Quality	Construction and Operation - Recordkeeping		X	San Joaquin Valley Air Pollution Control District	Construction and Operation, Recordkeeping-Maintaining on-site, during construction, and for a period of ten-years following the end of constructions, all records pertaining to site construction			
III. Air Quality	Construction and Operational Dates		X	San Joaquin Valley Air Pollution Control District	Construction and Operational Dates- Maintaining all records of construction start and end dates, and the date of issuance of the first certificate of occupancy, if applicable.			
IV. Biological Resources	Participation in the SJMSCP	X		San Joaquin Council of Governments	The developer shall apply to the San Joaquin Council of Governments (SJCOG) for coverage under the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). The project site shall be inspected by the SJMSCP biologist, who will recommend which Incidental Take Minimization Measures set forth in the SJMSCP should be applied to the project and implemented. The project applicant shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified Incidental Take Minimization Measures.			

SR 26 Truck Parking

Traffic Impact Analysis Report

Final Report

San Joaquin County

September 01, 2023

→ The Power of Commitment

GHD Inc.
Contact: Rosanna Southern, Transportation Engineer
2200 21st Street,
Sacramento, California 95818, United States
T +1 916 372 6606 | **ghd.com**

Executive Summary

This report summarizes the results of the Traffic Impact Analysis conducted for the proposed development at 858 N. Broadway Avenue in San Joaquin County, CA. The Project proposes to establish truck parking for 151 trucks and to construct 3 buildings of 11,700 square feet each for tenant occupation. The project site is a vacant lot between N. Golden Gate Avenue and N. Broadway Avenue, north of E. Fremont Street, west of SR 99, just east of City of Stockton limits. The proposed site plan includes one driveway access to Broadway Avenue.

The purpose of this report is to investigate traffic impacts and adverse effects due to the addition of traffic from the proposed Project to the surrounding transportation system in terms of vehicle miles travelled (VMT) and traffic operations. This study evaluates three study intersections and includes evaluations and recommendations concerning Project site access and truck circulation, traffic operations analysis, and queuing analysis. The study intersections were evaluated under Existing conditions, and No Project and Plus Project scenarios for Existing Plus Approved/Pending Projects (EPAP) and Cumulative conditions. For the purposes of this analysis, potential traffic operational effects from the proposed project are identified based on established San Joaquin County LOS thresholds. Below is a summary of the analysis findings and recommendations.

Existing Conditions

The intersection of N. Broadway Avenue & E. Fremont Street currently operates at an unacceptable LOS E during the Existing conditions PM peak hour (due to the southbound approach). The other two study intersections (at the SR 99 ramps) operate at acceptable LOS during the AM and PM peak hours under Existing conditions.

Proposed Project Trip Generation

The Project is expected to generate 600 daily weekday, 51 AM peak, and 47 PM peak hour trips, external to the Project site. This includes 429 truck trips and 171 trips from employees, daily.

Proposed Project Site Access & Truck Turns

The project site is in a vacant lot between N. Golden Gate Avenue and N. Broadway Avenue, north of E. Fremont Street, west of SR 99, just east of the City of Stockton limits. The proposed site plan includes one driveway access to Broadway Avenue. The driveway has a width of 60 feet and the narrowest aisle is 50 feet wide, both widths are sufficient for truck access and movement.

Vehicle Miles Traveled

Based on the SJCOG regional travel demand model, areas with low VMT for employment-based screening were considered for the proposed project's employee trips. The County's map-based screening criteria uses employment VMT per employee and a threshold of 15% below the unincorporated countywide average, which is more stringent than the CARB threshold of 16% for the region. Based on the SJCOG model, the VMT per employee threshold is 16.0. The model results by TAZ where the proposed project is has a VMT per employee rate of 13.0. Therefore, the proposed project is in a low VMT area. Additionally, the project location is an infill area near similar industrial uses and consistent with existing zoning. Therefore, the proposed project qualifies for the map-based screening criteria and can be presumed to have a less-than-significant impact on VMT.

Existing Plus Approved/Pending Projects (EPAP) Conditions

The Existing Plus Approved/Pending (EPAP) conditions includes traffic related to the following recently approved or pending projects provided by the County:

- Arco Gas Station from the *Traffic Impact Analysis Report* (September, 2020) for the proposed project at 4010 E. Fremont Street (SR 26), San Joaquin County, CA

- This project is a 12-position gas station with a 3,462 square foot convenience store on the southwest corner of the signalized intersection of E. Fremont Street (SR 26) & Oro Avenue about 1,000 feet east of the SR 26 & SR 99 Northbound Ramps intersection.

– Dollar General Project
  - This project is an estimated 9,100 square foot Dollar General located west of N. Golden Gate Avenue.

Under EPAP (No Project) conditions, the intersection of N. Broadway Ave & E. Fremont Street is projected to operate at unacceptable LOS E in the PM peak hour.

EPAP Plus Project Conditions

Under EPAP Plus Project conditions the intersection of N. Broadway Ave & E. Fremont Street is projected to operate at unacceptable LOS E in the AM peak hour and LOS F in the PM peak hour. This intersection does not meet the warrant for a traffic signal during either peak hour.

Recommendation:

Intersection #1: N Broadway Ave & E Fremont Street

– Convert the intersection to an AWSC intersection;
– Or, restrict Broadway Avenue as the truck entry and provide a truck exit via Golden Gate Avenue, where there is already a signal at Fremont Street, within the City's jurisdiction;
– Or, construct a roundabout at the intersection, which would be a large and costly project.

Cumulative Conditions

Under Cumulative conditions, the intersection of N. Broadway Ave & E. Fremont Street is projected to operate at unacceptable LOS E in the AM peak hour and LOS F in the PM peak hour.

Cumulative Plus Project Conditions

Under Cumulative Plus Project conditions, with the assumption that the proposed AWSC is added to the intersection of N. Broadway Ave & E. Fremont Street, all intersections are projected to operate at acceptable LOS in the AM and PM peak hours. This intersection does not meet the warrant for a traffic signal during the AM peak hour, but does meet the warrant for a traffic signal during the PM peak hour. If the capacity of the AWSC is exceeded in the future due to changes in travel conditions, etc., a traffic signal should be considered when warranted.

Recommendation:

Intersection #1: N Broadway Ave & E Fremont Street

– Retain the AWSC until a traffic signal is needed;
– Or, restrict Broadway as the truck entry and provide a truck exit via Golden Gate, where there is already a signal at Fremont, within the City's jurisdiction;
– Or, construct a roundabout at the intersection, which would be a large and costly project.

If the future volume exceeds the capacity of the AWSC, a traffic signal should be considered, and the project should pay the fair share for the construction.

The fair-share calculation was determined to be 9.6%.

Contents

Table index

Figure index

Appendices

1. Introduction

The County of San Joaquin (County) has retained GHD to perform a traffic study for the proposed development at 828 N. Golden Gate Avenue in San Joaquin County, CA (referred to herein as the "Project"). The Project proposes to establish truck parking for 151 trucks and to construct 3 buildings of 11,700 square feet each for tenant occupation in 2 phases over 5 years. The project site is in a vacant lot between N. Golden Gate Avenue and N. Broadway Avenue, north of E. Fremont Street, west of SR 99, and just east of the City of Stockton limits. The proposed site plan includes one driveway access via Broadway Avenue.

This report has been prepared to summarize the results of the traffic impact study conducted for the proposed Project, including identifying potentially significant transportation impacts per the California Environmental Quality Act (CEQA), evaluating project site access and circulation, evaluating operational deficiencies through non-CEQA metrics, and providing recommended improvements as necessary.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. The conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from actual conditions differing from the assumptions within this report.

Figure 1.1 presents the vicinity map and Figure 1.2 presents the Project site plan.

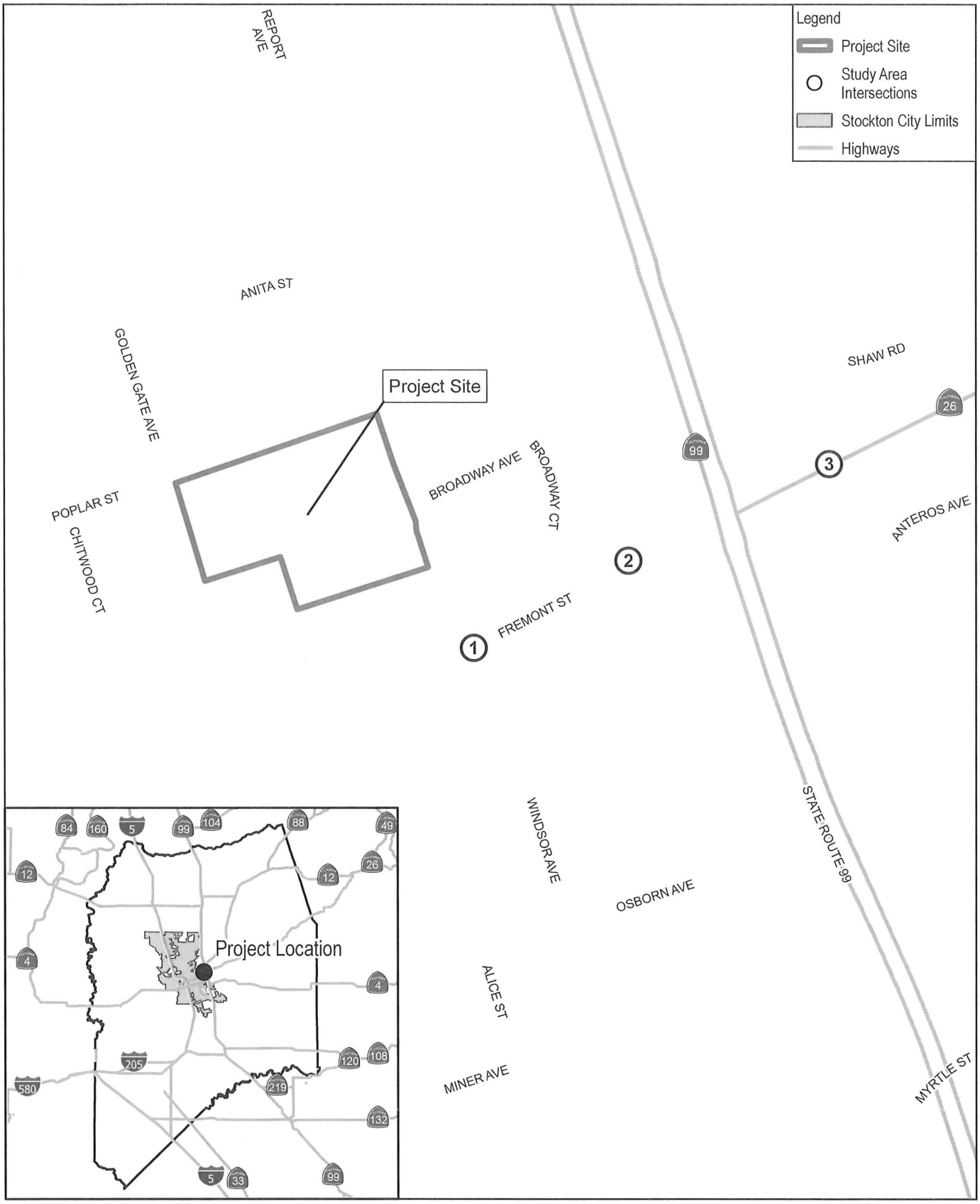
1.1 Study Intersections and Data Collection

For this study, three (3) existing intersections have been identified for analysis of AM and PM peak hour conditions and two (2) roadway segments have been identified for daily analysis. The study intersections were evaluated for average weekday AM and PM peak hour operations under all analysis scenarios. Peak hour turning movement counts were collected at these intersections on Thursday, May 25, 2023 when local area schools were in session. The AM peak hour is defined as the one-hour of peak traffic flow (which is the highest total volume count over four consecutive 15-minute count periods) counted between 7:00 am and 9:00 am on a typical weekday. The PM peak hour is defined as the one hour of peak traffic flow counted between 4:00 pm and 6:00 pm on a typical weekday. Existing geometry including lane usage and storage capacity at the study locations were determined based on current aerial images and field reviews. The traffic counts are provided in **Appendix A**. The study intersections are listed below.

1. Fremont Street & Broadway Avenue/Windsor Avenue
2. Fremont Street & SR 99 Southbound Ramps
3. Fremont Street & SR 99 Northbound Ramps

The study roadways are listed below. Daily roadway counts were collected at these segments over a three-day period between Tuesday, May 23 and Thursday, May 25, 2023. It should be noted that there were alternating lane closures on SR 99 for the SR 26/Fremont Street bridge work overnight. However, significant changes to the daily traffic volumes are not anticipated as most traffic occurs outside of this time.

1. Fremont Street east of Broadway Avenue
2. N. Broadway Avenue north of E. Fremont Street



Paper Size ANSI A

0 250 500

Feet

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California III FIPS 0403 Feet

N

GHD

San Joaquin County
On-Call - Transportation
Engineering Support

Project No. 12592720
Revision No. -
Date 8/2/2023

Study Area

FIGURE 1.1

N:\US\Sacramento - 2200 21st\Projects\561\12592720\GIS\Maps\Deliverables\12592720_TruckParkingTIS\12592720_TruckParkingTIS.aprx - 12592720_001_StudyArea
Print date: 02 Aug 2023 - 15:23

SITE PLAN

Application # PA2200274

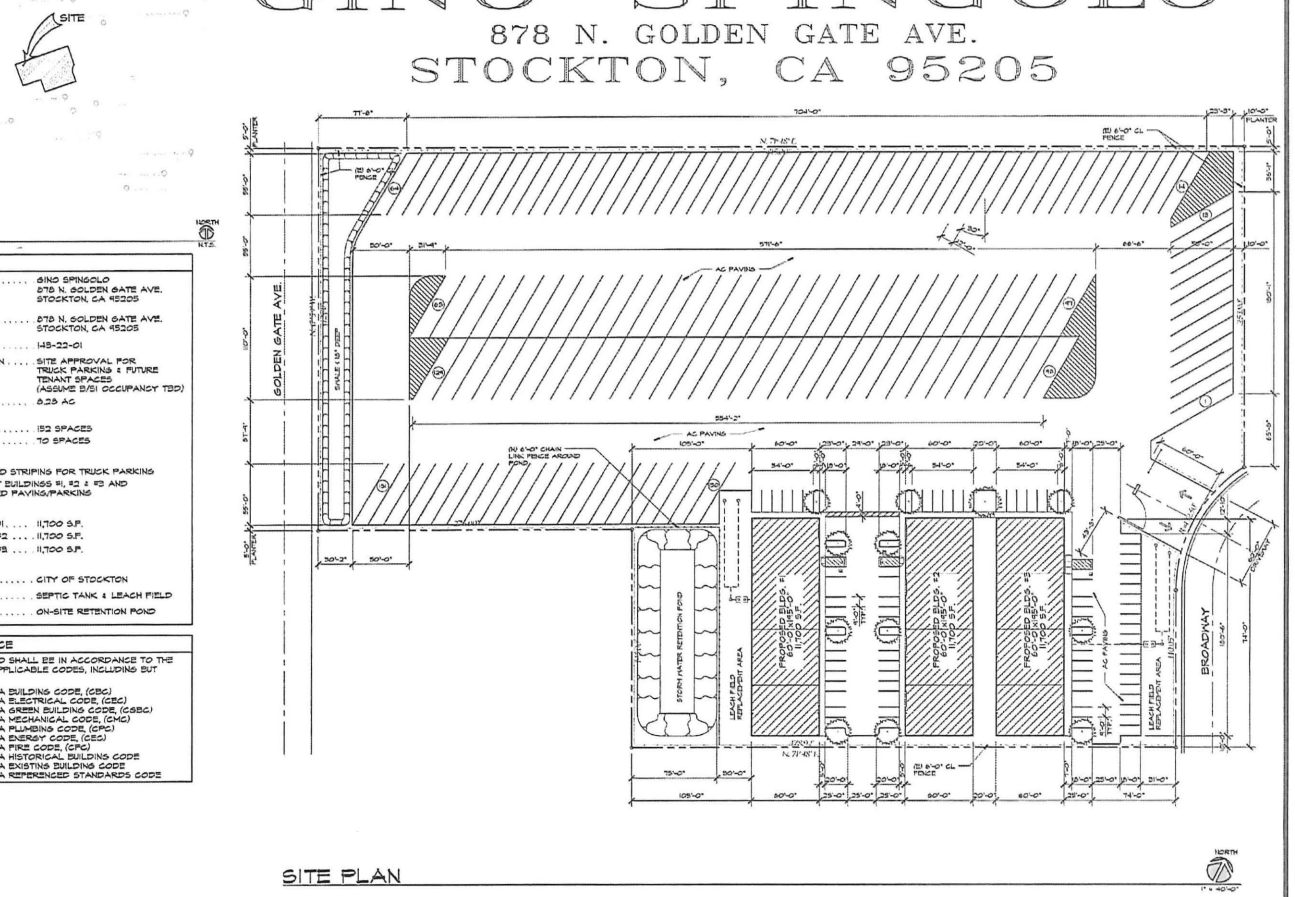
Received By: AG On 12-23-2022

PROPOSED SITE APPROVAL FOR:

GINO SPINGOLO

878 N. GOLDEN GATE AVE.

STOCKTON, CA 95205



SITE PLAN

VICINITY MAP

NORTH N.T.S.

PROJECT DATA:

PROJECT OWNER	GINO SPINGOLO 878 N. GOLDEN GATE AVE. STOCKTON, CA 95205
PROJECT LOCATION	878 N. GOLDEN GATE AVE. STOCKTON, CA 95205
APN	148-22-01
PROJECT DESCRIPTION	SITE APPROVAL FOR TRUCK PARKING & FUTURE TENANT SPACES (ASSUME B/S1 OCCUPANCY TBD)
ACRES	6.23 AC

PARKING:

TRUCK PARKING	152 SPACES
VEHICLE PARKING	70 SPACES

PHASING

PHASE 1 : PAVING AND STRIPING FOR TRUCK PARKING

PHASE 2 : CONSTRUCT BUILDINGS #1, #2 & #3 AND ASSOCIATED PAVING/PARKING

AREA:

PROPOSED BUILDING #1	11,700 S.F.
PROPOSED BUILDING #2	11,700 S.F.
PROPOSED BUILDING #3	11,700 S.F.

UTILITIES:

WATER	CITY OF STOCKTON
SEWER	SEPTIC TANK & LEACH FIELD
STORM	ON-SITE RETENTION POND

CODE COMPLIANCE

ALL WORK PERFORMED SHALL BE IN ACCORDANCE TO THE LATEST EDITION OF APPLICABLE CODES, INCLUDING BUT NOT LIMITED TO:

- 2019 CALIFORNIA BUILDING CODE, (CBC)
- 2019 CALIFORNIA ELECTRICAL CODE, (CEC)
- 2019 CALIFORNIA GREEN BUILDING CODE, (CGBC)
- 2019 CALIFORNIA MECHANICAL CODE, (CMC)
- 2019 CALIFORNIA PLUMBING CODE, (CPC)
- 2019 CALIFORNIA ENERGY CODE, (CEC)
- 2019 CALIFORNIA FIRE CODE, (CFC)
- 2019 CALIFORNIA HISTORICAL BUILDING CODE
- 2019 CALIFORNIA EXISTING BUILDING CODE
- 2019 CALIFORNIA REFERENCED STANDARDS CODE

REVISIONS | BY

MIKE SMITH ENGINEERING, INC.
4 NORTH MAIN STREET
LODI, CALIFORNIA 95240
PHONE (209) 334-6332

TITLE: COVER SHEET PROJECT DATA SITE PLAN

PROJECT: PROPOSED SITE APPROVAL FOR: GINO SPINGOLO 878 N. GOLDEN GATE AVE. STOCKTON, CA 95205

DRAWN JCB
CHECKED MS
DATE 4/28/2023
SCALE AS NOTED
JOB NO. 22261
SHEET SITE APPROVAL CS
1 OF 1 SHEETS

Paper Size ANSI A

GHD

San Joaquin County
On-Call - Transportation
Engineering Support

Site Plan

Project No. 12592720
Revision No. -
Date 8/2/2023

FIGURE 1.2

N:\US\Sacramento - 2200 21st\Projects\561\12592720\GIS\Maps\Deliverables\12592720_TruckParkingTIS\12592720_TruckParkingTIS.aprx - 12592720_004_SitePlan
Print date: 02 Aug 2023 - 15:42

Data source: . Created by: zporteous

1.2 Analysis Scenarios

The following analysis scenarios are included in the traffic impact analysis, based on direction from County staff.

- Existing conditions
- Existing Plus Approved/Pending (EPAP) conditions
- EPAP Plus Project conditions
- Cumulative No Project conditions
- Cumulative Plus Project conditions

2. Technical Analysis Parameters & Methodologies

The following section outlines the analysis parameters and methodologies that were used in the transportation impact study to quantify potential project effects and impacts for the analysis scenarios.

2.1 Vehicle Miles traveled (VMT)

Senate Bill (SB) 743 was signed into law in 2013, with the intent to better align CEQA practices with statewide sustainability goals related to efficient land use, greater multimodal choices, and greenhouse gas reductions. The provisions of SB 743 became effective Statewide on July 1, 2020. Under SB 743, automobile delay, traditionally measured as the level of service (LOS), is no longer considered an environmental impact under CEQA. Instead, impacts are determined by changes to vehicle miles traveled (VMT). VMT refers to the amount and distance of automobile travel attributable to a project. VMT is a useful indicator of overall land use and transportation efficiency, where the most efficient system is one that minimizes VMT by encouraging shorter vehicle trip lengths, more walking and biking, or increased carpooling and transit. In recognition that the character of communities, availability of travel modes options and geographic areas all differ throughout the state, each local agency has the authority to establish their own VMT impact thresholds and criteria consistent with the State's guidelines and regulatory framework. For this study, VMT was the metric analyzed to determine compliance under CEQA, and LOS will also be analyzed in alignment with County policy.

San Joaquin County has developed their *CEQA Transportation Analysis Guidelines* and *VMT Thresholds Study* which issues guidance on the assessment of VMT impacts. GHD utilized the methodologies and screening criteria being considered for the County in their Draft guidelines, which are consistent with CEQA, State guidelines, and the Caltrans *VMT-Focused Transportation Impact Study Guide* (May 2020).

The California Air Resource Board (CARB) 2017 Climate Change Scoping Plan stated that a 15% reduction in statewide VMT was needed to meet the State's GHD reduction goals. However, the 15% referred to a statewide average and was not intended to create at 15% threshold across-the-board. Later, CARB documents clarify that different levels of reduction should apply to various parts of the state. In the SJCOG region, the latest CARB target is a 16% reduction for VMT. However, the County identified 15% below the regional average as the threshold for VMT analysis of residential and employment trips.

2.1.1 Approach to VMT Analysis

This project has two components to the VMT analysis. First, the commercial truck parking, and second, the employment trips related to the 3 buildings for tenant occupation. Heavy-duty truck VMT is not a significant impact

under CEQA; transportation impacts are for light-duty vehicles only. Therefore, only the VMT for the employment trips were evaluated, including the potential for streamlining or screening for VMT impacts.

CEQA Guidelines Section 15183.3 and Appendix M identify the criteria for streamlining for infill projects:

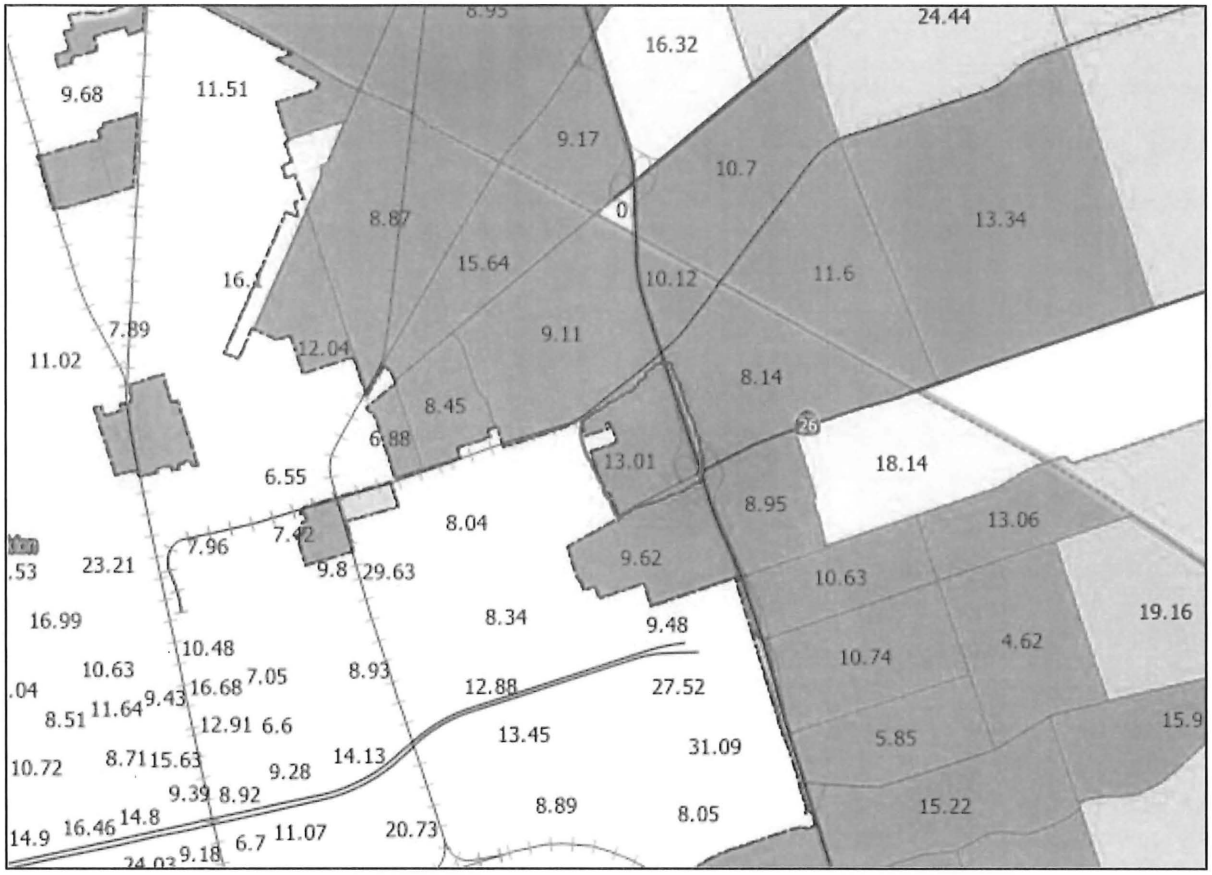
> *To be eligible for streamlining pursuant to Section 15183.3, a project must satisfy one of the following:* ***Regional Location****. Office buildings, both commercial and public, are eligible if they. locate in a low vehicle travel area.* ***Proximity to a Major Transit Stop****. Office buildings, both commercial and public, within ½ mile of an existing major transit stop, or ¼ mile of an existing stop along a high quality transit corridor, are eligible.*

CEQA Guidelines Appendix M has defined the following:

> *"High-quality transit corridor" means an existing corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. For the purposes of this Appendix, an "existing stop along a high-quality transit corridor" may include a planned and funded stop that is included in an adopted regional transportation improvement program. Unless more specifically defined by an air district, city or county, "high-volume roadway" means freeways, highways, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.*
>
> *"Low vehicle travel area" means a traffic analysis zone that exhibits a below average existing level of travel as determined using a regional travel demand model. For residential projects, travel refers to either home-based or household vehicle miles traveled per capita. For commercial and retail projects, travel refers to non-work attraction trip length; however, where such data are not available, commercial projects reference either home-based or household vehicle miles traveled per capita. For office projects, travel refers to commute attraction vehicle miles traveled per employee; however, where such data are not available, office projects reference either home-based or household vehicle miles traveled per capita.*

Although there are bus routes along Fremont Street and a bus stop at N. Golden Gate Avenue, none would be considered "high quality" per CEQA due to their headways being longer than 15 minutes, and there is no major transit stop within ½ mile. The County's Draft VMT Guidelines identify map-based screening for employment-based projects in low-VMT areas. Projects that locate in areas with low VMT, and that incorporate similar features will tent to exhibit similarly low VMT. These types of development projects are presumed to have a less than significant impact on VMT and therefore, a less than significant adverse impact on transportation. The SJCOG regional travel demand model (2018 tri-county model) was used to determine areas with low VMT for employment-based screening. The County's map-based screening criteria uses employment VMT per employee and a threshold of 15% below the unincorporated countywide average. Based on the SJCOG model, the unincorporated countywide average VMT per employee is 19.1 with a threshold of 16.2. The model results by TAZ are shown below, with the TAZ where the proposed project is circled in red and having a VMT per employee rate of 13.0. Based on the model results for employment-based trips, this project is in a low VMT area. Additionally, the project location is an infill area near similar industrial uses and consistent with existing zoning. Therefore, the proposed project qualifies for the map-based screening criteria and can be presumed to have a less-than-significant impact on VMT.

Figure 2.1 Employment VMT per Employee by TAZ from SJCOG Model



2.2 Level of Service (LOS) & Queues

In addition to VMT, traffic operations were quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection, or roadway segment, representing progressively worsening traffic conditions. LOS "A" represents free-flow operating conditions and LOS "F" represents over-capacity conditions. Levels of Service were calculated for all intersection control types using the methods documented in the Transportation Research Board publication Highway Capacity Manual, Sixth Edition, A Guide for Multimodal Mobility Analysis, 2016 (HCM 6).

2.2.1 Intersection Operations

The Synchro 11 (Trafficware) software program was used to implement the HCM 6 analysis methodologies. Synchro 11 has the capability to produce results based on HCM 2000, HCM 2010, HCM 6, or Synchro methodologies, and takes into account intersection signal timing and queuing constraints when calculating delay and queue lengths. Intersection Level of Service (LOS) was calculated for all control types using the methods documented in HCM 6. For signalized or all-way stop-controlled (AWSC) intersections, a LOS determination is based on the calculated averaged delay for all approaches and movements. For two-way or side-street stop-controlled (TWSC) intersections, a LOS determination is based upon the worst control delay of each minor-street movement (or shared movement) or major-street left turn. The vehicular-based LOS criteria for different types of intersection controls are presented in Table 2.1. All the Synchro reports for the intersection analyses are contained in **Appendix B**.

Table 2.1 Level of Service (LOS) Criteria for Intersections

Level of Service	Type of Flow	Delay	Maneuverability	Stopped Delay per Vehicle	
				Signalized	Un-signalized
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤10.0	≤10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10.0 and ≤20.0	>10.0 and ≤15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20.0 and ≤35.0	>15.0 and ≤25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35.0 and ≤55.0	>25.0 and ≤35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55.0 and ≤80.0	>35.0 and ≤50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	>80.0	>50.0

2.2.2 Level of Service Policy

County of San Joaquin

The San Joaquin County General Plan Public Facilities and Services Element, 2016, specifies the following policy pertaining to the LOS standards for County-maintained roadways:

> **TM-3.1 Roadway Provision**
>
> *The County shall maintain Level of Service (LOS) standards consistent with the San Joaquin Council of Governments (SJCOG) Congestion Management Program (CMP) for State highways and designated County roadways and intersections of regional significance. Per the CMP, all designated CMP roadways and intersections shall operate at an LOS D or better except for roadways with "grandfathered" LOS. LOS for State highways shall be maintained in cooperation with Caltrans. The County LOS standards for intersections is LOS "D" or better on Minor Arterials and roadways of higher classification and LOS "C" or better on all other non-CMP designated County roadways and intersections. The County shall also maintain the following:*
>
> - *on State highways, LOS D or Caltrans standards whichever is stricter.*
> - *Within a city's sphere of influence, LOS D, or the city planned standards for that level of service.*
> - *On Mountain House Gateways, as defined in the Master Plan, LOS D, on all other Mountain House roads, LOS C.*
>
> *For State highways are designated as part of SJCOG's CMP, both the Caltrans and CMP LOS standards shall apply. Where roadways are designated as part of SJCOG's CMP, both the County and CMP LOS standards shall apply.*

Consistent with County policy, this study considered **LOS "D"** as the standard threshold for acceptable operations for all intersections.

2.2.3 Queuing

The Caltrans *Interim Land Development and Intergovernmental Review (LDIGR) Safety Review practitioners Guidance* (July 2020) is intended to apply to proposed land use projects and plans affecting the State Highway System. The proposed project will mostly have truck trips accessing the SR 99/SR 26 interchange; therefore the transportation impact study includes evaluation of the SR 99/SR 26 ramps. The Safety Guidance identifies various considerations for the proposed project's potential influence on safety. Consistent with the Safety Guidance, the below items are included in the transportation analysis:

- Queuing at off-ramps resulting in slow or stopped traffic on the mainline.
- Queuing exceeding turn pocket length that impedes through-traffic.

SimTraffic (Trafficware) software was used to calculate the 95th percentile queue lengths at the three study intersections including queue estimations on the I-5 off-ramps. The 95th percentile queues reflect the maximum back of queue for the 95th percentile traffic volumes for each controlled movement at the intersection. All the SimTraffic reports for the queuing analysis are contained in **Appendix C**.

2.2.4 Traffic Signal Warrant Analysis

A supplemental traffic signal "warrant" analysis was completed if an intersection operates or is projected to operate beyond the LOS threshold with the Project. The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an otherwise unsignalized intersection. This study employed the signal warrant criteria presented in the latest edition of the 2014 California Manual on Uniform Traffic Control Devices (2014 CA MUTCD, Revision 7). The signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, frequency of accidents, location of school areas etc. The CA MUTCD indicates that the installation of a traffic signal should be considered if

one or more of the signal warrants are met. The ultimate decision to signalize an intersection should be determined after careful analysis of all intersection and area characteristics.

The traffic operations analysis specifically utilized the Peak-Hour-Volume based Warrant 3 as one representative type of traffic signal warrant analysis. Signal warrant analysis was only conducted for non-signalized intersections which are projected to operate beyond the LOS threshold. The traffic signal warrants are provided in **Appendix D**.

2.2.5 Technical Analysis Parameters

Table 2.2 presents the technical parameters that were utilized for the evaluation of the study intersections for the analysis scenarios. All parameters not listed should be assumed as default values or calculated based on parameters listed.

Table 2.2 Technical Parameter Assumptions

	Technical Parameter	Assumption
1	Intersection Peak Hour Factor	Based on counts, intersection overall
2	Intersection Heavy Vehicle Percent	Based on counts, intersection overall (minimum of 2%)

2.2.6 Roadway Operations

The San Joaquin County General Plan Public Facilities and Services Element, 2016, specifies the following capacities for different roadway functional classifications (Figure 2.2). N. Broadway Avenue is considered a local commercial and industrial roadway, and E. Fremont Street is considered a minor arterial.

Figure 2.2 Roadway Capacity Criteria

TABLE TM-2

FUNCTIONAL CLASSIFICATION STANDARDS

Functional Classification		Right-of-Way[1]	Lanes	Access Control	Capacity (Vehicles/Day)	On-Street Parking
Freeway		225'	4 – 8	No intersections, fully controlled access	74,000 – 148,000	No
Expressway	Urban	110 – 202'	4 -6	Controlled intersections and access, may be grade separated	35,000 – 55,000	No
	Rural	84'	2			
Principal Arterial		110' – 136'	4 – 6	Partially controlled intersections and access; at grade	35,000 – 50,000	No
Minor Arterial		84' – 110'	4	Intersections at grade; partially controlled access	31,000	Yes
Collector		60'	2	Intersections at grade; driveway access	14,000	Yes
Local Residential		50'	2	Intersections at grade; frequent driveways	5,000	Yes
Local Commercial and Industrial		60'	2	Intersections at grade; driveway access	10,000	Discouraged
Rural Residential		50'	2	Intersections at grade; driveway access	5,000	Discouraged
Rural		50'	2	Intersections at grade; driveway access	28,000	Discouraged

Note: [1]Mountain House has different ROW standards which can be found in the Mountain House Master Plan, Table 9.6, Mountain House Road Classifications and standards, Page 9.20.

3. Existing Conditions

The Existing conditions scenario represents existing transportation facilities serving the project site and establishes the traffic conditions which currently exist for those facilities. Existing conditions intersection operations are presented in the following tables. Figure 3.1 presents the existing intersection lane geometry and traffic controls in place at each study intersection and the AM and PM peak hour turning movement volumes under Existing conditions.

3.1 Intersection Operations

Existing conditions for weekday AM and PM peak hour intersection operations were quantified utilizing the existing traffic volumes and existing intersection lane geometrics and controls. Table 3.1 provides the delay (in sec/veh) and resulting LOS for the three study intersections under Existing conditions.

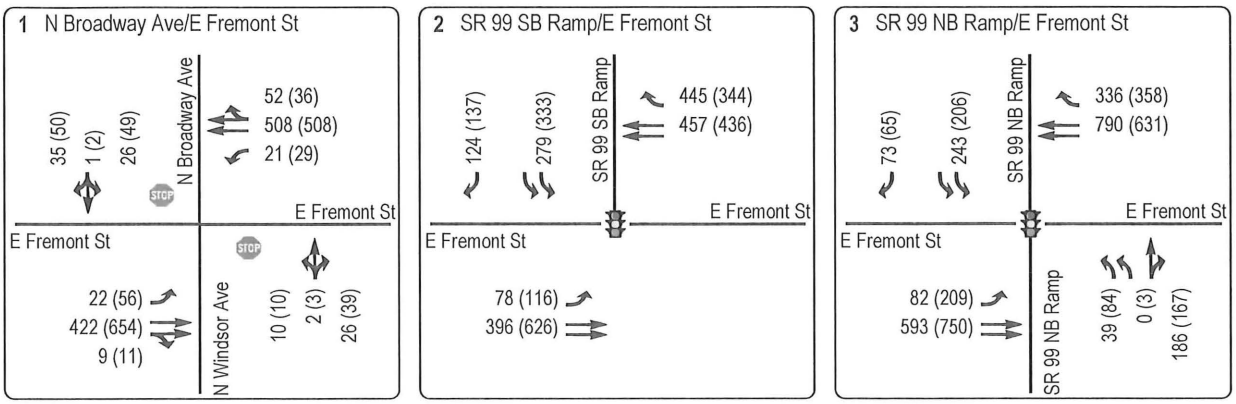
Table 3.1 Intersection LOS Results – Existing Conditions

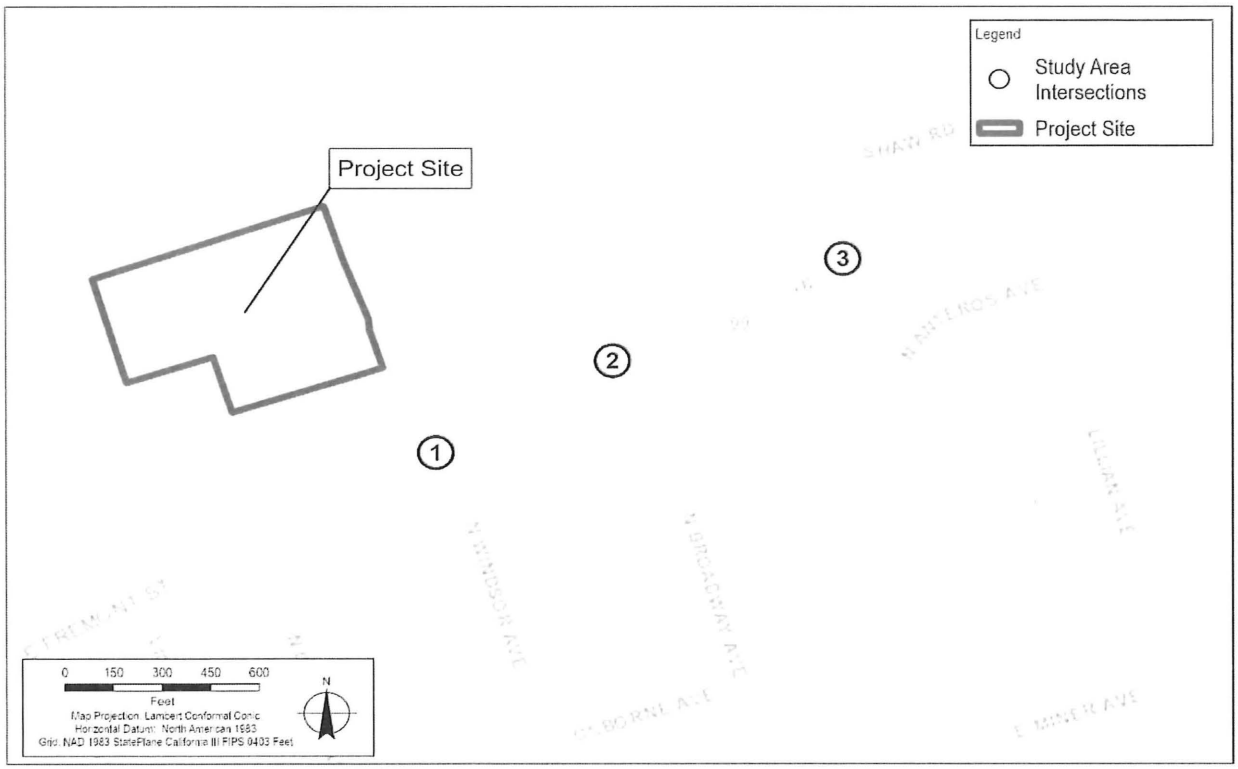
#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met?[3]	Delay	LOS	Warrant Met?[3]
1	**N. Broadway Ave & E. Fremont Street**	**TWSC**	**D**	24.6	C	-	**36.3**	**E**	**No**
2	SR 99 SB Ramps & E. Fremont Street	Signal	D	12.4	B	-	13.5	B	-
3	SR 99 NB Ramps & E. Fremont Street	Signal	D	19.5	B	-	19.1	B	-

Notes:

1. TWSC = Two Way Stop Control
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for Signal
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions

As presented in Table 3.1, the intersection of N. Broadway Avenue & E. Fremont Street currently operates at an unacceptable LOS E during the Existing conditions PM peak hour (due to southbound approach). The other two study intersections (at the SR 99 ramps) operate at acceptable LOS during the AM and PM peak hours under Existing conditions. Currently, Intersection #1 does not meet the peak hour warrant for a traffic signal.





Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane | Stop Sign

Traffic Signal | Roundabout

San Joaquin County
SR 26 Truck Parking TIAR

Existing Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12592720**
Report No. **001**
Date **8/4/23**

FIGURE 3.1

3.2 Queuing

Queue lengths for the Existing conditions scenario were analyzed using SimTraffic (Trafficware) software. Table 3.2 presents the 95th percentile queue lengths for each lane under Existing Conditions.

Table 3.2 95th Percentile Queue Lengths – Existing Conditions

Int. #	Intersection/Approach	Control Type	Existing No Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	
1	***N. Broadway Ave & E. Fremont Street***				
	Eastbound Left	TWSC	35	55	75
	Eastbound Right		10	15	25
	Westbound Left		20	25	95
	Westbound Thru/Right		15	5	
	Northbound Left/Thru/Right		50	60	
	Southbound Left/Thru/Right		90	140	
2	***SR 99 SB Ramps & E. Fremont St/SR 26***				
	Eastbound Left	Signal	110	145	340
	Eastbound Thru		70	90	515
	Westbound Thru		120	125	705
	Westbound Right		***135***	***130***	120
	Southbound Left		160	175	405
	Southbound Right		80	85	500
3	***SR 99 NB Ramps & E. Fremont St/SR 26***				
	Eastbound Left	Signal	130	230	570
	Eastbound Thru		130	145	705
	Westbound Thru		300	235	
	Westbound Right		165	135	275
	Northbound Left		70	95	235
	Northbound Thru/Right		120	105	410
	Southbound Left		145	130	400
	Southbound Right		65	55	400

Note: **Bold red** text indicates queues that exceed available storage

As presented in Table 3.2, all 95th percentile queue lengths are within the available storage lengths under Existing conditions, with the exception of the westbound right turn pocket at the intersection of SR 99 Southbound Ramps & E. Fremont Street during the AM and PM peak hours. Since there are two thru lanes westbound, this queuing is not anticipated to impede thru traffic. Additionally, to extend the storage length, the overpass would need to be widened, which would be an unreasonably costly improvement to allow storage of an additional vehicle.

3.3 Existing Roadway LOS

Table 3.3, presents the roadway volumes and LOS for both study segments, under Existing conditions. As presented in Table 3.3, both roadway segments operate at an acceptable LOS.

Table 3.3 Roadway Level of Service – Existing Conditions

Road Name	Location	Facility Type	Number of Lanes	Target LOS	NB/EB Volume	SB/WB Volume	Total Volume	LOS
N. Broadway Ave	North of E. Fremont St	Local Commercial and Industrial	2	C	990	1,058	2,048	C or better
E. Fremont St/ SR 26	East of N Windsor Ave/ N. Broadway Ave	Minor Arterial	4	C	7,114	7,102	14,216	C or better

3.4 Multimodal Facilities

Based on the San Joaquin County Bicycle Master Plan Update (November 2020), there are no existing bike facilities within the project site. Additionally, Google Maps imagery from 2022 does not show designated bike facilities within the project area. 2020 bus route maps provided on the San Joaquin Regional Transit District (RTD) website show multiple bus routes that pass by the project site via E. Fremont Street.

4. Project Description

The term "Project" as used in this study refers to the proposed development located west of the SR 99 Ramps in San Joaquin County, along N. Broadway Avenue. The Project establishes truck parking for 151 trucks and to construct 3 buildings of 11,700 square feet each for tenant occupation in 2 phases over 5 years.

4.1 Project Site Plan & Site Access

The project site is in a vacant lot between N. Golden Gate Avenue and N. Broadway Avenue, north of E. Fremont Street, west of SR 99, just east of the City of Stockton limits. The proposed site plan includes one driveway access to N. Broadway Avenue. The driveway has a width of 60 feet and the narrowest aisle is 50 feet wide. Both widths are sufficient for truck access and circulation.

4.2 Project Trip Generation

Project site trip generation for the project has been estimated for two components of the project (truck parking and the three tenant buildings) using different methodologies. The trip generation for the truck parking was determined using the average rate for trips per stall between two similar studies: Heacock Logistics Parking Lot (Linscott, Law, & Greenspan, Engineers, 2022) and Frewert Trucking Traffic Impact Study (TJKM, 2023). The trip generation for the three proposed buildings of 11,700 S.F. each was performed using the light industrial land use (code 110) in the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual (11th Ed.)*. Table 4.1 presents the estimated project trip generation. As presented in Table 4.1, the proposed project is anticipated to generate an estimated 600 vehicle trips daily (both heavy trucks and light-duty vehicles), 51 vehicle trips during the AM peak hour, and 47 vehicle trips during the PM peak hour.

Table 4.1 Project Trip Generation

Land Use Category (ITE Code)	Unit[1]	Daily Trip Rate/Unit	AM Peak Hour Trip Rate/Unit			PM Peak Hour Trip Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Truck Parking	Stall	2.84	0.16	35%	65%	0.21	54%	46%
light Industrial (110)	KSF	4.87	0.74	88%	12%	0.65	14%	86%
Project Name	**Quantity (Units)**	**Daily Trips**	**AM Peak Hour Trips**			**PM Peak Hour Trips**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Truck Parking	151	429	25	9	16	32	17	15
Light Industrial	35.1	171	26	23	3	15	2	13
Net New Project Trips		**600**	**51**	**32**	**19**	**47**	**19**	**28**

Notes:
1. 1 KSF = 1,000 square feet

4.3 Project Trip Distribution & Assignment

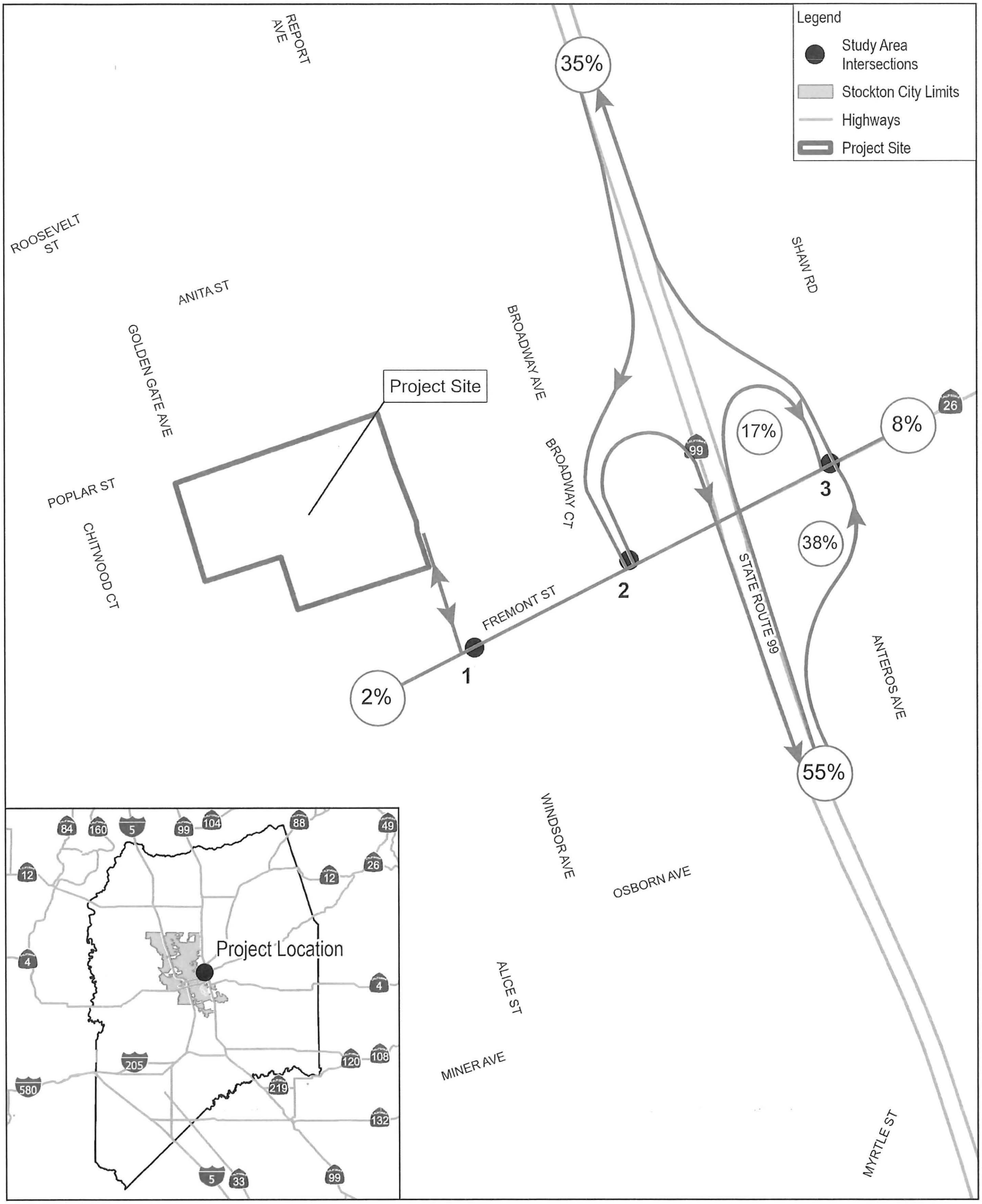
The Project trip distribution was split into truck trips and employment trips. The project's distribution of truck trips is based on the available truck routes connected to the proposed project and the most recent truck annual average daily traffic (AADT) on those routes, available from Caltrans (2021) for SR 26, SR4, and SR 99. West of the study intersections, E. Fremont Street is not listed as a truck route, so all truck trips to or from I-5 are accessing it via SR 99 and SR 4. However, some truck trips are assigned to the west to account for truck traffic to Filbert Street (as coordinated with County staff). The truck trip distribution assumptions are listed below and are applied to the Project's net new truck trips.

Presented below is the trip distribution for trucks, and also shown in Figure 4.1.

- 35% on SR 99 north of the Project
- 55% on SR 99 south of the Project
  - 38% from south leg of Intersection #3
  - 17% from north leg of Intersection #3
- 8% on E. Fremont Street/SR 26 to/from the east
- 2% on E. Fremont Street to/from the west

The employee trip distribution was determined using existing traffic volumes. The employee trip distribution assumptions are listed below and are applied to the Project's net new employee trips. The trip distribution for employees in shown in Figure 4.2, and the Project only peak hour volumes are shown in Figure 4.3.

- 18% on SR 99 north of the Project
- 20% on SR 99 south of the Project
  - 12% from north leg of Intersection #3
  - 8% from south leg of Intersection #3
- 40% on E. Fremont Street/SR 26 to/from the east
- 22% on E. Fremont Street to/from the west



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Map Projection: Lambert Conformal Conic
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Grid: NAD 1983 StatePlane California III FIPS 0403 Feet

N

San Joaquin County
Kennedy Community
Complete Streets Plan

Truck
Trip Distribution

Project No. 12602049
Revision No. -
Date 31/07/2023

FIGURE 4.1

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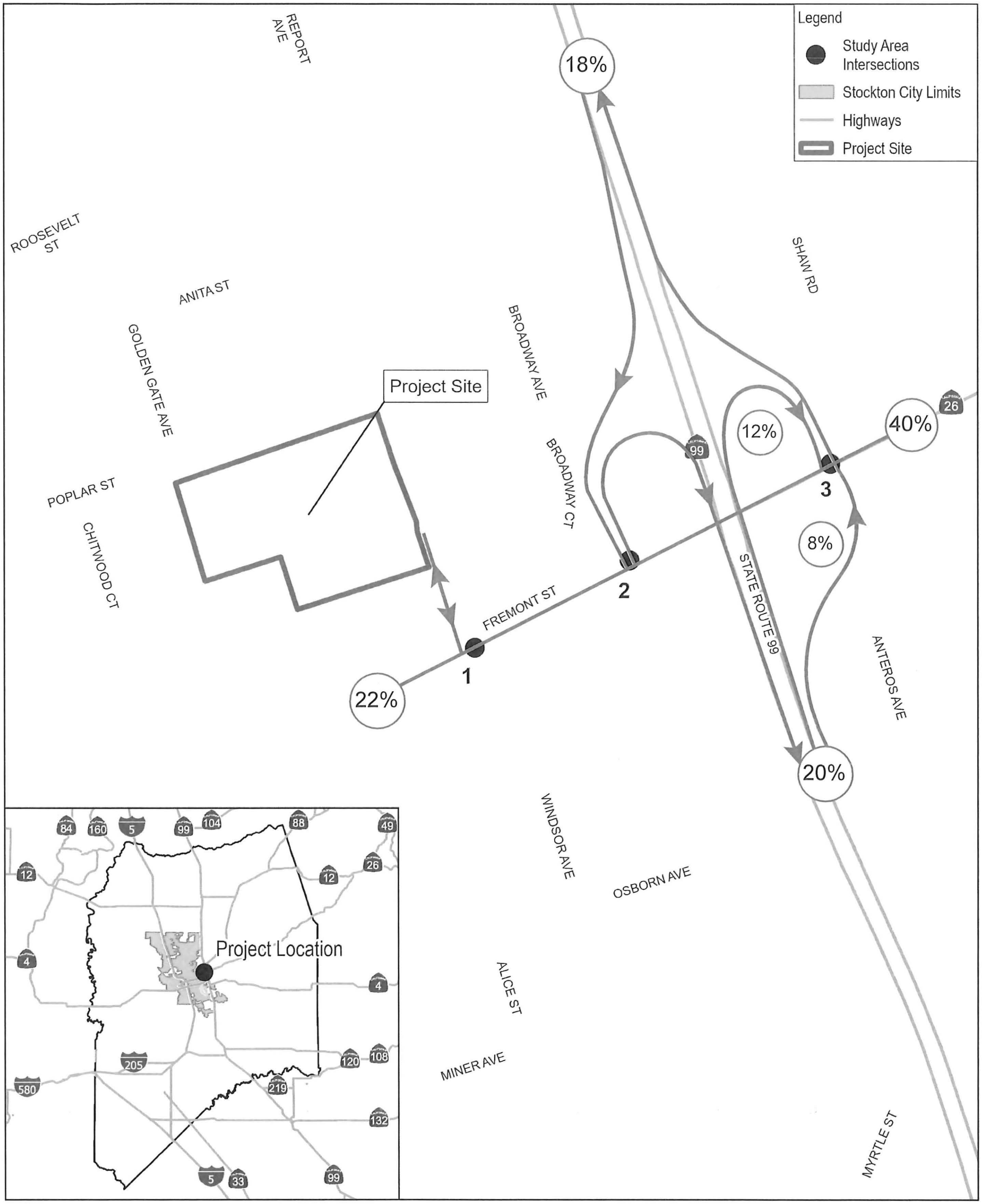

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GHD

San Joaquin County
Kennedy Community
Complete Streets Plan

Employee Trip Distribution

Project No. 12602049
Revision No. -
Date 31/07/2023

FIGURE 4.2

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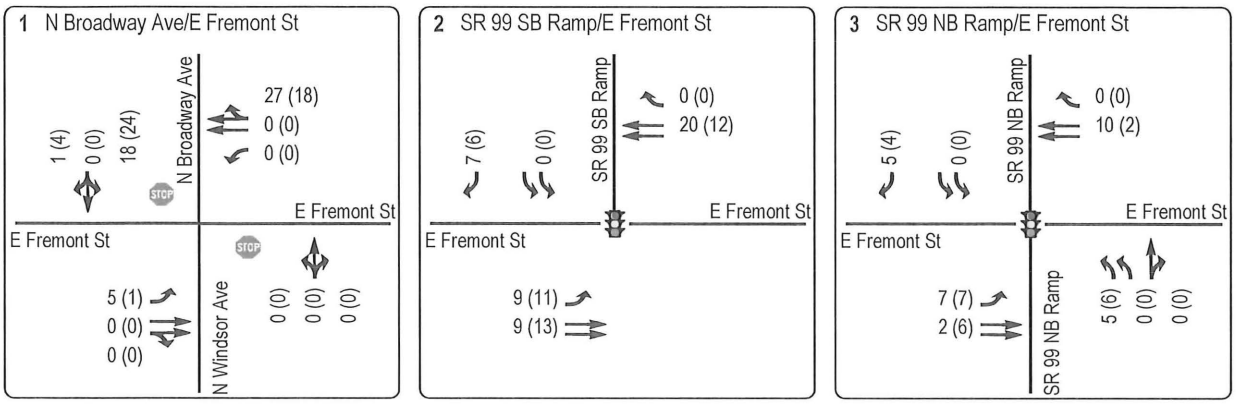
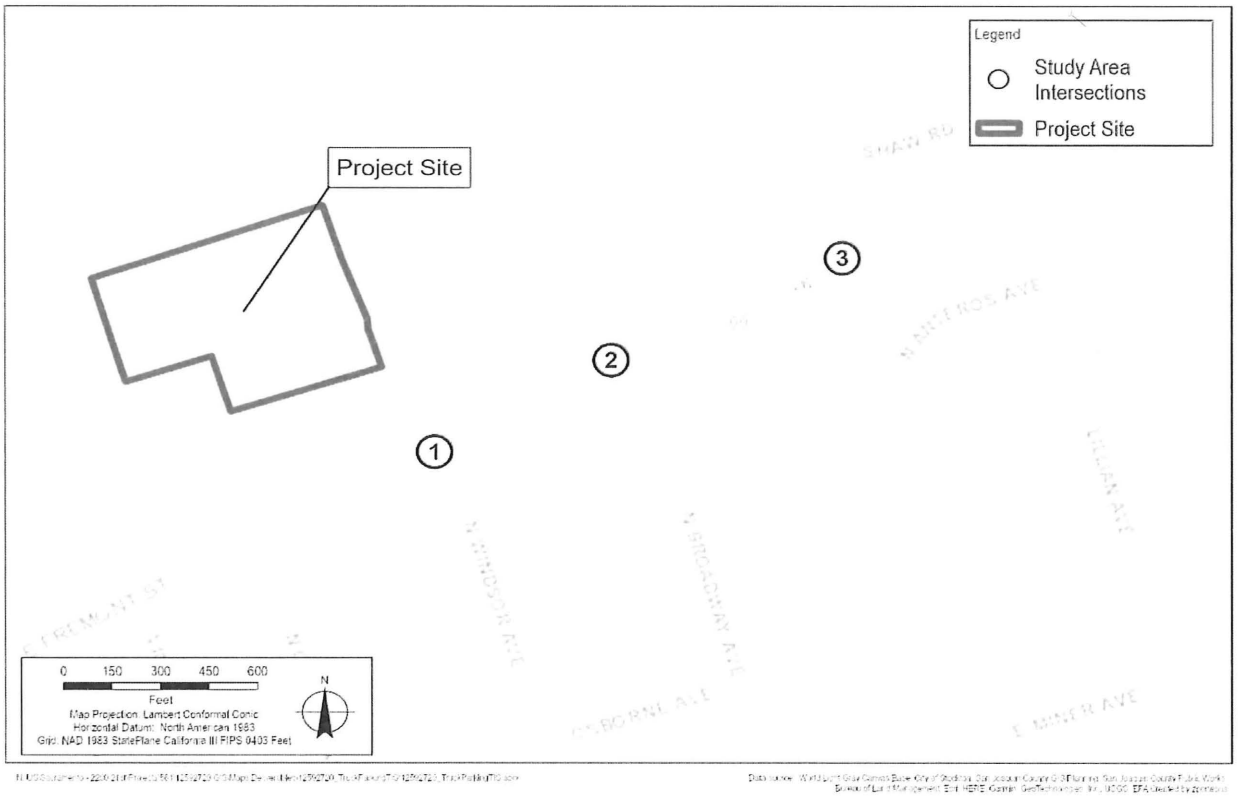




Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane | Stop Sign

Traffic Signal | Roundabout

GHD

San Joaquin County
SR 26 Truck Parking TIAR

Project Only
Peak Hour Traffic Volumes, Lane Geometries & Traffic Control

Project No. 12592720
Report No. 001
Date 8/4/23

FIGURE 4.3

5. Existing Plus Approved/Pending Conditions

The Existing Plus Approved/Pending (EPAP) conditions includes traffic related to the following recently approved or pending projects provided by the County:

- Arco Gas Station from the *Traffic Impact Analysis Report* (September, 2020) for the proposed project at 4010 E. Fremont Street (SR 26), San Joaquin County, CA
  - This project is a 12-position gas station with a 3,462 square foot convenience store on the southwest corner of the signalized intersection of E. Fremont Street (SR 26) & Oro Avenue about 1,000 feet east of the SR 26 & SR 99 Northbound Ramps intersection.
  - The Report provided did not contain daily volumes projected for this development. Therefore, ITE's Trip Generation Manual, 11th edition was utilized to estimate the daily trips for the gas station (3,181 daily trips based on Land Use Code 945 – Gasoline/Service Station with Convenience Store).
- Dollar General Project
  - This project is an estimated 9,100 square foot Dollar General located west of N. Golden Gate Avenue

The peak hour traffic related to the above two approved/pending projects are superimposed on the Existing conditions traffic volume to obtain EPAP conditions. LOS and queuing are calculated for the study locations under EPAP conditions. Table 5.1, below, presents the trip generation for the approved Arco gas station project. Table 5.2, below, presents the trip distribution for the approved Arco gas station project.

Table 5.1 Arco Gas Station Trip Generation

ITE Code	Description	Quantity	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
945	Gasoline/Service Station with Convenience Market	Fueling position	51%	49%	12.47	51%	49%	13.99
	4010 E. Fremont Street	12	76	74	150	86	82	168
	Pass-by Trips (62% - 56%)		46	46	92	47	47	94
	Primary Trips		30	28	56	39	35	74

Source: TIA for PA1900284, Arco Station at 4010 East Fremont (KDA, 9/23/20)

Table 5.2 Arco Gas Station Trip Distribution

Primary Trips		Pass-by Trips		
Direction	Percentage	Direction	Percentage	
			AM Peak Hour	PM Peak Hour
West on SR 26	40%	Eastbound on SR 26	35%	50%
East on SR 26	30%	Westbound on SR 26	40%	30%
South on Oro Avenue	30%	Southbound on Oro Ave	10%	10%
		Northbound on Oro Ave	15%	10%
Total	100%		100%	100%

Source: TIA for PA1900284, Arco Station at 4010 East Fremont (KDA, 9/23/20)

The above table shows 40% of trips "West on SR 26", which is the portion that will go through the study intersections. These trips are further distributed as follows for this study: 16% west on E. Fremont Street, 12% to and from SR 99 north, and 12% to and from SR 99 south (6% for each northbound off-ramp).

Table 5.3, below, presents the trip generation estimated for the Dollar General project located west of N. Golden Gate Avenue. The ITE *Trip Generation Manual,* 11th Ed. was used to estimate the trip generation for the Dollar General, based on ITE land use code 814 for a variety store.

Table 5.3 Dollar General Approved Project Trip Generation

Land Use Category (ITE Code)	Unit[1]	Daily Trip Rate/Unit	AM Peak Hour Trip Rate/Unit			PM Peak Hour Trip Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Variety Store (814)	KSF	63.66	3.04	55%	45%	6.70	51%	49%
Project Name	**Quantity (Units)**	**Daily Trips**	**AM Peak Hour Trips**			**PM Peak Hour Trips**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Dollar General	9.1	579	28	15	13	61	31	30
Net New Project Trips		**579**	**28**	**15**	**13**	**61**	**31**	**30**

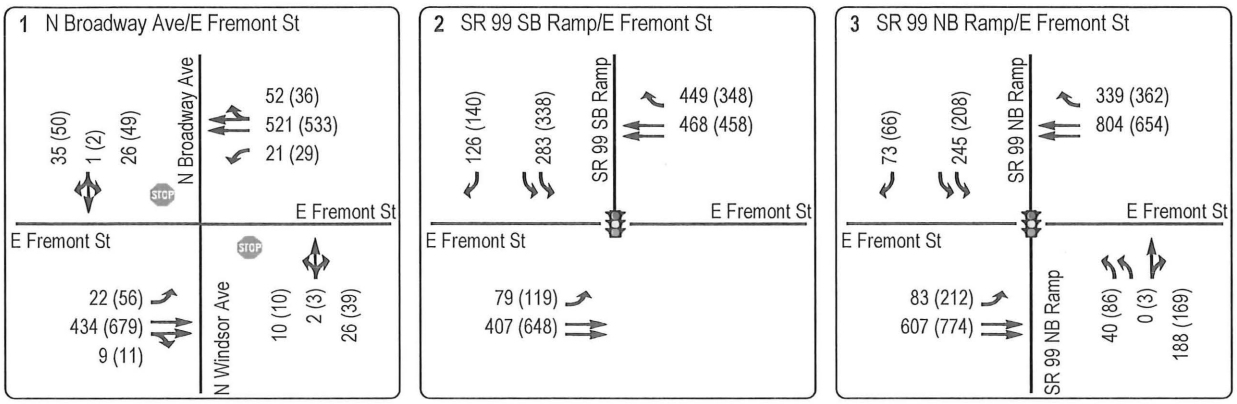
Notes:
1. 1 ksf = 1,000 square feet

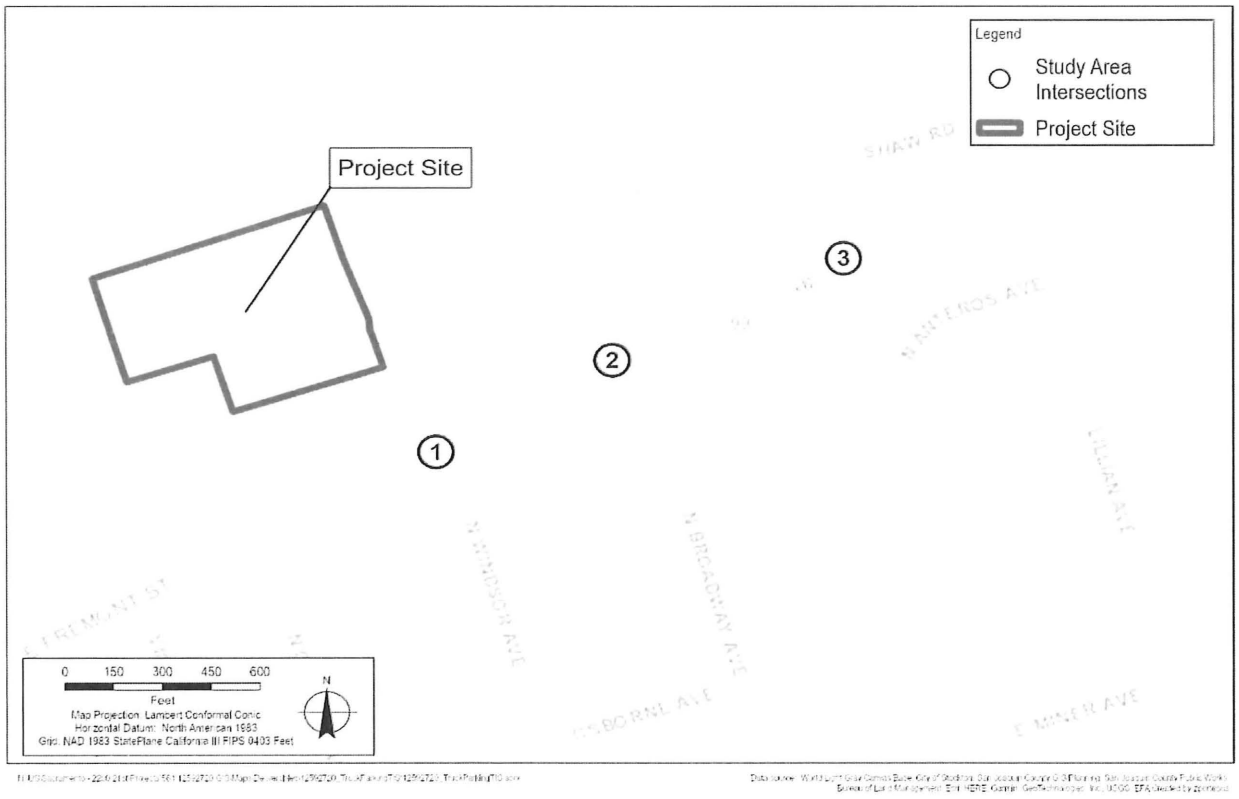
As presented in Table 5.3, the approved project is anticipated to generate an estimated 28 vehicle trips during the AM peak hour and 61 vehicle trips during the PM peak hour.

The Dollar General trip distribution was determined using existing travel characteristics and consideration of where other dollar stores are located in the area because it's anticipated to mainly serve the neighborhoods nearby. As the approved project is located to the west of the study area, trips to and from the west along E. Fremont Street will not enter the study intersections. Additionally, there are other dollar stores located further west in Stockton, east of the railroad tracks off Wilson Way, another on Waterloo Road to the north, and another along Main Street near Oro Avenue to the southeast. Therefore, having 40% of trips to/from the west and east appears to be reasonable as this type of use will draw from nearby residences. The remaining trips would come from SR 99, including trips made by employees. The trip distribution assumptions for the Dollar General project are listed below.

- 10% on SR 99 north of the Project
- 10% on SR 99 south of the Project
- 40% on E. Fremont Street/SR 26 to/from the east
- 40% on E. Fremont Street to/from the west

Figure 5.1 presents the AM and PM peak hour turning movement volumes under Existing Plus Approved Projects (EPAP) conditions.





Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane | Stop Sign

Traffic Signal | Roundabout

San Joaquin County
SR 26 Truck Parking TIAR

EPAP Conditions
Peak Hour Traffic Volumes, Lane Geometries & Traffic Control

Project No. 12592720
Report No. 001
Date 8/4/23

FIGURE 5.1

5.1 Intersection Operations

Table 5.4 presents the EPAP conditions intersection LOS analysis results, with delay measured in seconds per vehicle.

Table 5.4 Intersection LOS Results – Existing Plus Approved/Pending Conditions

#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met?[3]	Delay	LOS	Warrant Met?[3]
1	**N. Broadway Ave & E. Fremont Street**	**TWSC**	**D**	25.5	D	-	**40.7**	**E**	**No**
2	SR 99 SB Ramps & E. Fremont St/SR 26	Signal	D	12.4	B	-	13.5	B	-
3	SR 99 NB Ramps & E. Fremont St/SR 26	Signal	D	20.0	B	-	19.5	B	-

Notes:
1. TWSC = Two Way Stop Control
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for Signal
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions

As presented in Table 5.4, the intersection of N. Broadway Ave & E. Fremont Street is projected to operate at unacceptable LOS E in the PM peak hour, with the addition of Approved Pending Project traffic. This intersection does not meet the warrant for a traffic signal during the PM peak hour. The signal warrant analysis is contained in Appendix D. The other two intersections operate at acceptable LOS during the AM and PM peak hours under EPAP conditions.

5.2 Queuing

Table 5.5 presents the 95th percentile queue lengths for each lane under EPAP conditions.

Table 5.5 95th Percentile Queue Lengths – Existing Plus Approved/Pending Project Conditions

Int. #	Intersection/Approach	Control Type	Interim No Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	
1	***N. Broadway Ave & E. Fremont Street***				
	Eastbound Left	TWSC	35	55	75
	Eastbound Thru		0	20	
	Eastbound Right		10	15	25
	Westbound Left		20	30	95
	Westbound Thru		0	5	
	Westbound Thru/Right		15	5	
	Northbound Left/Thru/Right		50	65	
	Southbound Left/Thru/Right		90	170	
2	***SR 99 SB Ramps & E. Fremont St/SR 26***				
	Eastbound Left	Signal	110	150	340
	Eastbound Thru		80	110	515
	Westbound Thru		120	210	705
	Westbound Right		*140*	*155*	120
	Southbound Left		160	175	405
	Southbound Right		80	85	500

Int. #	Intersection/Approach	Control Type	Interim No Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	
3	***SR 99 NB Ramps & E. Fremont St/SR 26***				
	Eastbound Left	Signal	130	240	570
	Eastbound Thru		150	220	705
	Westbound Thru		300	265	
	Westbound Right		165	165	275
	Northbound Left		75	100	235
	Northbound Thru/Right		150	115	410
	Southbound Left		165	130	400
	Southbound Right		70	65	400

Note: **Bold red** text indicates queues that exceed available storage

As presented in Table 5.5, all 95th percentile queue lengths are within the available storage lengths under EPAP conditions, with the exception of the westbound right turn pocket at the intersection of SR 99 Southbound Ramps & E. Fremont Street during the AM and PM peak hours. Spillback beyond available storage is likely.

5.3 Roadway LOS

Table 5.6, presents the roadway volumes and LOS for both study segments, under EPAP conditions. As presented in Table 5.6, both roadway segments are projected to operate at an acceptable LOS.

Table 5.6 Roadway Level of Service – Existing Plus Approved/Pending Conditions

Road Name	Location	Facility Type	Number of Lanes	Target LOS	NB/EB Volume	SB/WB Volume	Total Volume	LOS
N. Broadway Ave	North of E. Fremont St	Local Commercial and Industrial	2	C	990	1,058	2,048	C or better
E. Fremont St/ SR 26	East of N. Windsor Ave/ N. Broadway Ave	Minor Arterial	4	C	7,542	7,530	15,072	C or better

6. Existing Plus Approved/Pending Plus Project Conditions

Based on the trip generation and distribution as previously described, this analysis was used to estimate EPAP Plus Project conditions. This analysis scenario was calculated by superimposing project-generated volumes on the EPAP conditions traffic volumes. The EPAP Plus Project condition is the analysis scenario in which traffic impacts associated with the proposed development are investigated in comparison to the EPAP conditions. LOS and queuing were calculated for the study locations under EPAP Plus Project conditions. Project-related LOS effects to intersection operations were determined, and recommended operational improvements were identified if warranted.

Figure 6.1 presents the AM and PM peak hour turning movement volumes under Existing Plus Approved Projects conditions.

6.1 Intersection Operations

Table 6.1 presents the EPAP Plus Project conditions intersection LOS analysis results.

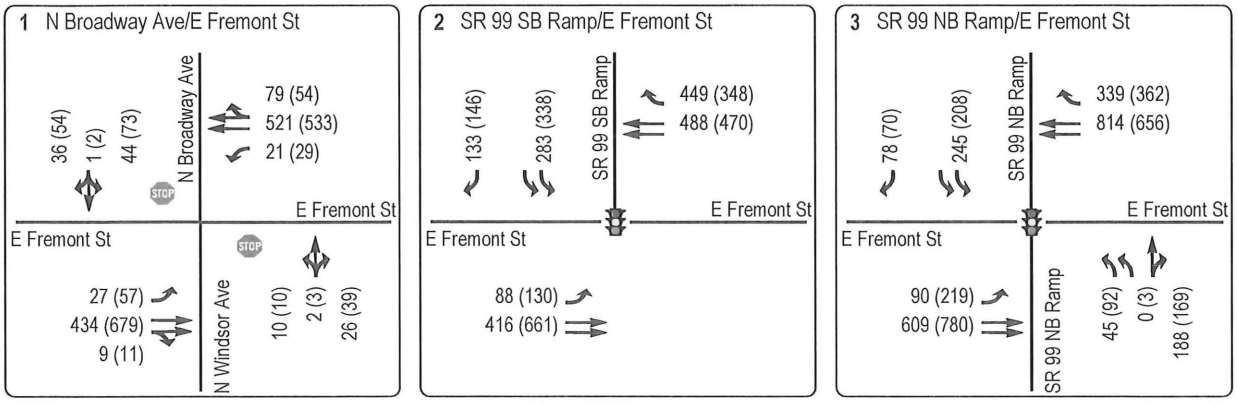
Table 6.1 Intersection LOS Results – EPAP Plus Project Conditions

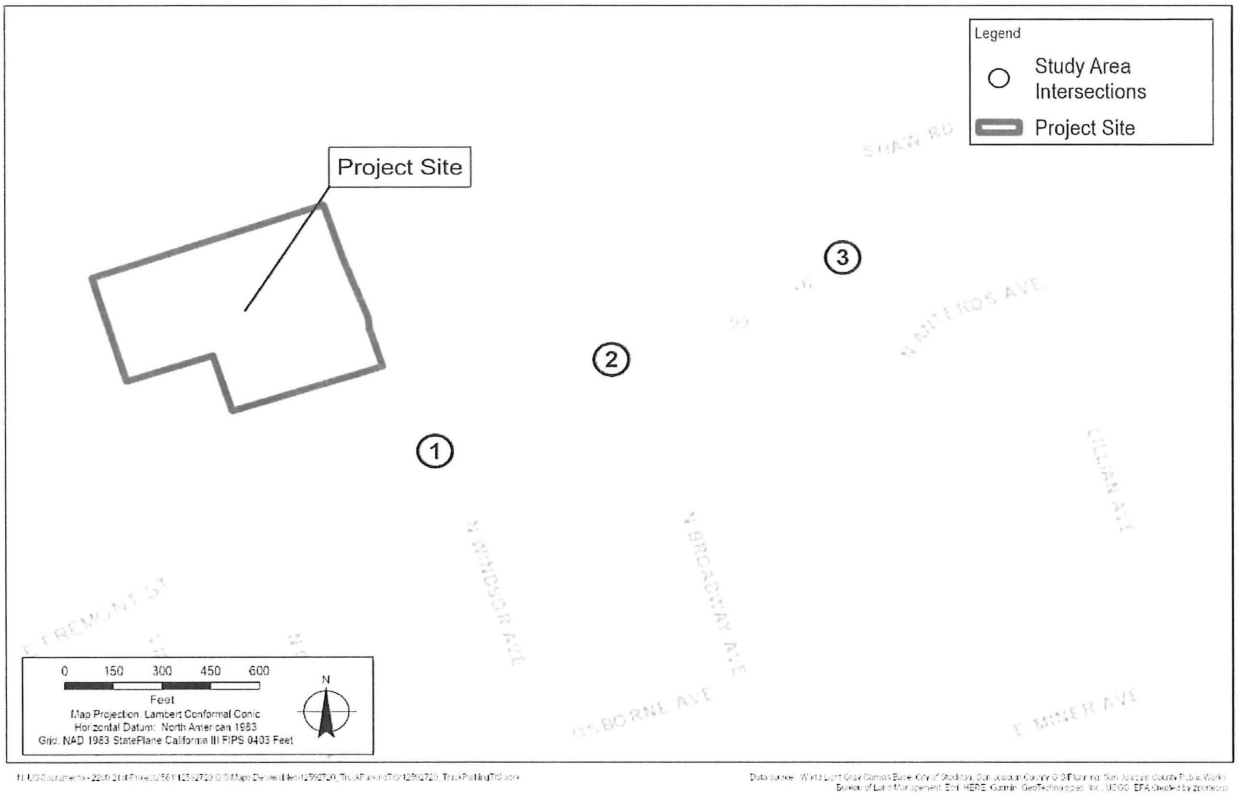
#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met?[3]	Delay	LOS	Warrant Met?[3]
1	**N. Broadway Ave & E. Fremont Street**	**TWSC**	**D**	**45.7**	**E**	**No**	**78.9**	**F**	**No**
2	SR 99 SB Ramps & E. Fremont St/SR 26	Signal	D	12.4	B	-	13.7	B	-
3	SR 99 NB Ramps & E. Fremont St/SR 26	Signal	D	20.3	C	-	20.8	C	-

Notes:

1. TWSC = Two Way Stop Control
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for Signal
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions

As presented in Table 6.1, the intersection of N. Broadway Ave & E. Fremont Street is projected to operate at unacceptable LOS F in the AM and PM peak hours, with the addition of Project traffic. This intersection does not meet the warrant for a traffic signal during either peak hour. The signal warrant analysis is contained in Appendix D. The other two intersections operate at acceptable LOS during the AM and PM peak hours under EPAP Plus Project conditions.





Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane | Stop Sign

Traffic Signal | Roundabout

San Joaquin County
SR 26 Truck Parking TIAR

EPAP Plus Project Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12592720**
Report No. **001**
Date **8/4/23**

FIGURE 6.1

6.2 Queuing

Table 6.2 presents the 95th percentile queue lengths for each lane under EPAP Plus Project conditions.

Table 6.2 95th Percentile Queue Lengths – EPAP Plus Project Conditions

Int. #	Intersection/Approach	Control Type	Interim No Project 95th Percentile Queue (ft)		Interim Plus Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
1	***N. Broadway Ave & E. Fremont Street***						
	Eastbound Left	TWSC	35	55	35	60	75
	Eastbound Thru		0	20	0	20	
	Eastbound Right		10	15	10	15	25
	Westbound Left		20	30	20	30	95
	Westbound Thru		0	5	0	5	515
	Westbound Thru/Right		15	5	15	5	515
	Northbound Left/Thru/Right		50	65	50	70	
	Southbound Left/Thru/Right		90	170	125	220	
2	***SR 99 SB Ramps & E. Fremont St/SR 26***						
	Eastbound Left	Signal	110	150	130	170	340
	Eastbound Thru		80	110	80	110	515
	Westbound Thru		120	210	155	215	705
	Westbound Right		***140***	***155***	***145***	***160***	120
	Southbound Left		160	175	165	175	405
	Southbound Right		80	85	85	85	500
3	***SR 99 NB Ramps & E. Fremont St/SR 26***						
	Eastbound Left	Signal	130	240	145	240	570
	Eastbound Thru		150	220	150	220	705
	Westbound Thru		300	265	555	275	
	Westbound Right		165	165	205	180	275
	Northbound Left		75	100	80	105	235
	Northbound Thru/Right		150	115	150	130	410
	Southbound Left		165	130	165	140	400
	Southbound Right		70	65	75	75	400

Note: **Bold red** text indicates queues that exceed available storage

As presented in Table 6.2, all 95th percentile queue lengths are within the available storage lengths under EPAP Plus Project conditions, with the exception of the westbound right turn pocket at the intersection of SR 99 Southbound Ramps & E. Fremont Street during the AM and PM peak hours.

6.3 Roadway LOS

Table 6.3, presents the roadway volumes and LOS for both study segments, under EPAP Plus Project conditions. As presented in Table 6.3, both roadway segments are projected to operate at an acceptable LOS.

Table 6.3 Roadway Level of Service – EPAP Plus Project Conditions

Road Name	Location	Facility Type	Number of Lanes	Target LOS	NB/EB Volume	SB/WB Volume	Total Volume	LOS
N. Broadway Ave	North of E. Fremont St	Local Commercial and Industrial	2	C	1290	1,358	2,648	C or better
E. Fremont St/ SR 26	East of N. Windsor Ave/ N. Broadway Ave	Minor Arterial	4	C	7,842	7,402	15,244	C or better

7. Cumulative No Project Conditions

The Cumulative scenario refers to the analysis scenario which reflects future conditions represented by local and regional growth in approximately 20 years in the future. Cumulative No Project conditions analyzes the scenario that considers the projected 20-Year development forecast, including the currently planned and approved developments, but without the proposed project. The 20-year growth was determined using the historic Caltrans volumes over the most recent 15-year period on SR 26 and SR 99, as they are adjacent to the project site and the main generator of trips (i.e., trucks) is highway associated. Based on the Caltrans historical data, the yearly growth on SR 26 is 2.0% and the yearly growth on SR 99 is 1.6%. These rates were utilized to forecast traffic volumes at the study locations accordingly, over the 20-year period.

Figure 7.1 presents the Cumulative No Project peak hour traffic volumes. The following section presents the LOS and queuing results calculated for the study locations under Cumulative No Project conditions.

7.1 Intersection Operations

Table 7.1 presents the Cumulative No Project conditions intersection LOS analysis results, with delay measured in seconds per vehicle.

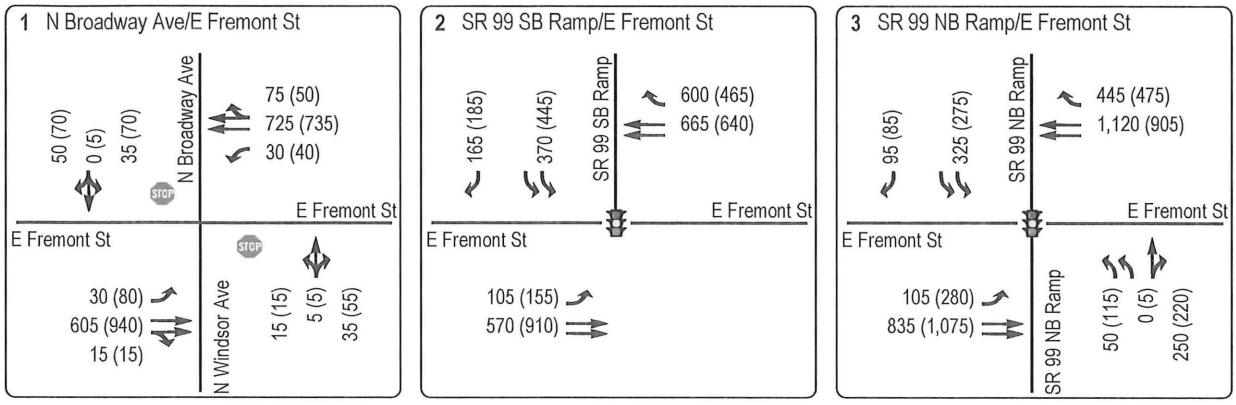
Table 7.1 Intersection LOS Results – Cumulative No Project Conditions

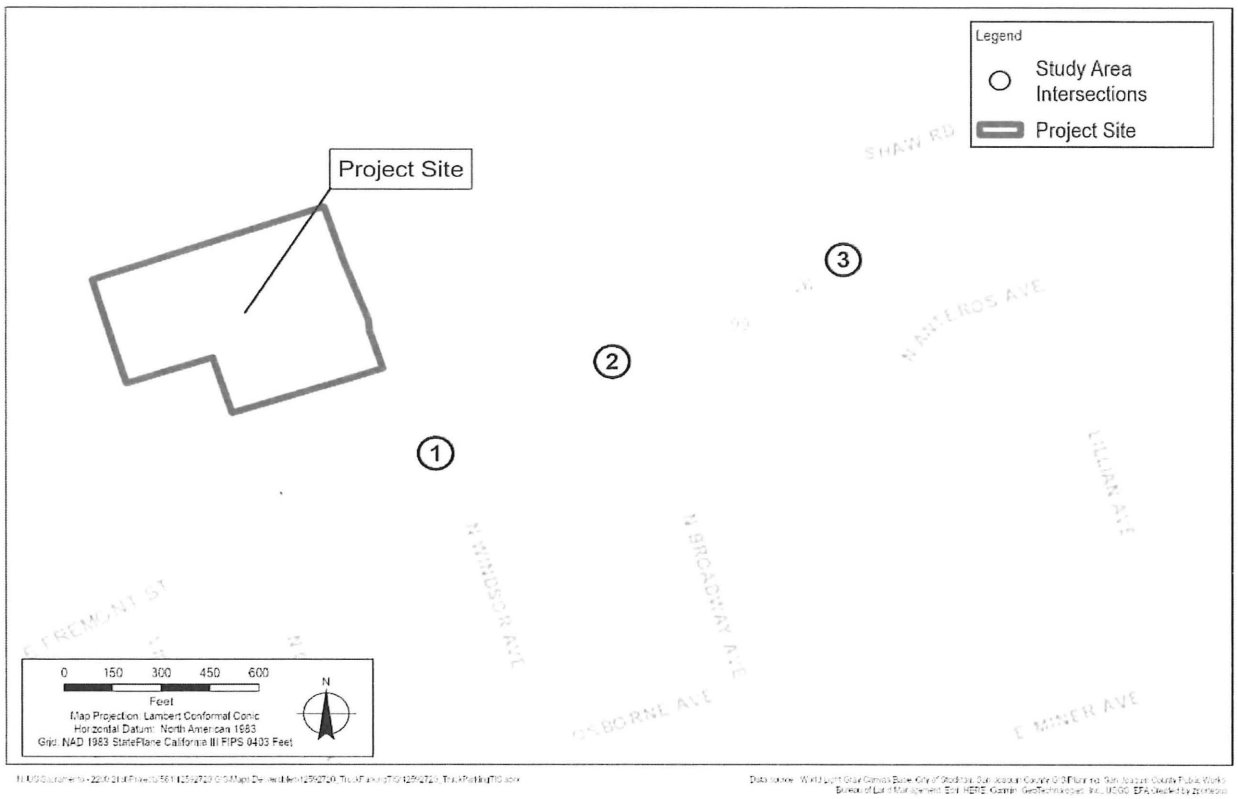
#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met?[3]	Delay	LOS	Warrant Met?[3]
1	**N. Broadway Ave & E. Fremont Street**	**TWSC**	**D**	**48.4**	**E**	**No**	**OVR**	**F**	**Yes**
2	SR 99 SB Ramps & E. Fremont St/SR 26	Signal	D	12.5	B	-	14.4	B	-
3	SR 99 NB Ramps & E. Fremont St/SR 26	Signal	D	29.7	C	-	34.6	C	-

Notes:

1. TWSC = Two Way Stop Control
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for Signal
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions
5. OVR = Delay over 300 seconds

As presented in Table 7.1, the intersection of N. Broadway Ave & E. Fremont Street is projected to operate at unacceptable LOS E in the AM peak hour and LOS F in the PM peak hour under Cumulative No Project conditions. This intersection does not meet the warrant for a traffic signal during the AM peak hour, but does meet the warrant for a traffic signal during the PM peak hour. The signal warrant analysis is contained in Appendix D. The other two intersections operate at acceptable LOS during the AM and PM peak hours under Cumulative No Project conditions.





Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane | Stop Sign

Traffic Signal | Roundabout

San Joaquin County
SR 26 Truck Parking TIAR

Cumulative Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12592720**
Report No. **001**
Date **8/4/23**

FIGURE 7.1

7.2 Queuing

Table 7.2 presents the 95th percentile queue lengths for each lane under Cumulative No Project conditions.

Table 7.2 95th Percentile Queue Lengths – Cumulative No Project Conditions

Int. #	Intersection/Approach	Control Type	Cumulative No Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	
1	***N. Broadway Ave & E. Fremont Street***				
	Eastbound Left	TWSC	45	70	75
	Eastbound Thru		0	35	
	Eastbound Right		15	20	25
	Westbound Left		20	30	95
	Westbound Thru		5	5	
	Westbound Thru/Right		15	10	
	Northbound Left/Thru/Right		65	170	
	Southbound Left/Thru/Right		120	590	
2	***SR 99 SB Ramps & E. Fremont St/SR 26***				
	Eastbound Left	Signal	140	185	340
	Eastbound Thru		90	140	515
	Westbound Thru		285	290	705
	Westbound Right		***180***	***170***	120
	Southbound Left		210	210	405
	Southbound Right		90	115	500
3	***SR 99 NB Ramps & E. Fremont St/SR 26***				
	Eastbound Left	Signal	145	340	570
	Eastbound Thru		215	280	705
	Westbound Thru		1730	950	
	Westbound Right		***400***	***380***	275
	Northbound Left		75	115	235
	Northbound Thru/Right		165	180	410
	Southbound Left		175	155	400
	Southbound Right		85	70	400

Note: **Bold red** text indicates queues that exceed available storage

As presented in Table 7.2, all 95th percentile queue lengths are within the available storage lengths under Cumulative No Project conditions, with the exception of the westbound right turn pockets at the intersections of SR 99 Southbound Ramps & E. Fremont Street and SR 99 Northbound Ramps & E. Fremont Street during the AM and PM peak hours.

7.3 Roadway LOS

Table 7.3, presents the roadway volumes and LOS for both study segments, under Cumulative No Project conditions. As presented in Table 7.3, both roadway segments are projected to operate at an acceptable LOS.

Table 7.3 Roadway Level of Service – Cumulative No Project Conditions

Road Name	Location	Facility Type	Number of Lanes	Target LOS	NB/EB Volume	SB/WB Volume	Total Volume	LOS
N. Broadway Ave	North of E. Fremont St	Local Commercial and Industrial	2	C	1386	1,481	2,867	C or better
E. Fremont St/ SR 26	East of N. Windsor Ave/ N. Broadway Ave	Minor Arterial	4	C	10,388	10,371	20,758	C or better

8. Cumulative Plus Project Conditions

The Cumulative Plus Project condition is the analysis scenario in which traffic impacts associated with the proposed development are investigated in comparison to the Cumulative No Project conditions. LOS and queuing were calculated for the study locations under Cumulative Plus Project conditions. Project-related LOS effects to intersection operations were determined, and recommended operational improvements were identified if warranted. The intersection of N. Broadway Ave & E. Fremont Street is assumed to be converted to an AWSC with the construction of the project per the mitigations in EPAP Plus Project.

Figure 8.1 presents the Cumulative Plus Project peak hour traffic volumes at the study intersections.

8.1 Intersection Operations

Table 8.1 presents the Cumulative Plus Project conditions intersection LOS analysis results, with delay measured in seconds per vehicle.

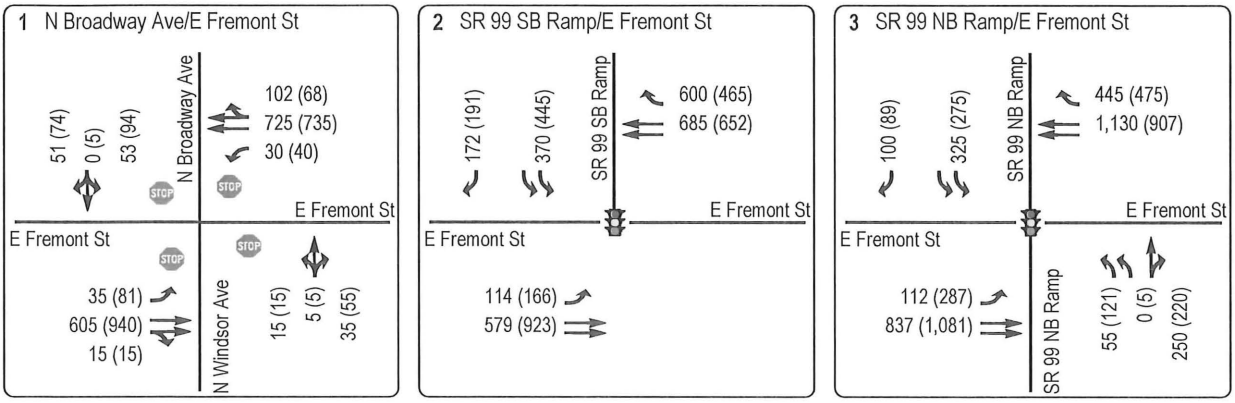
Table 8.1 Intersection LOS Results – Cumulative Plus Project Conditions

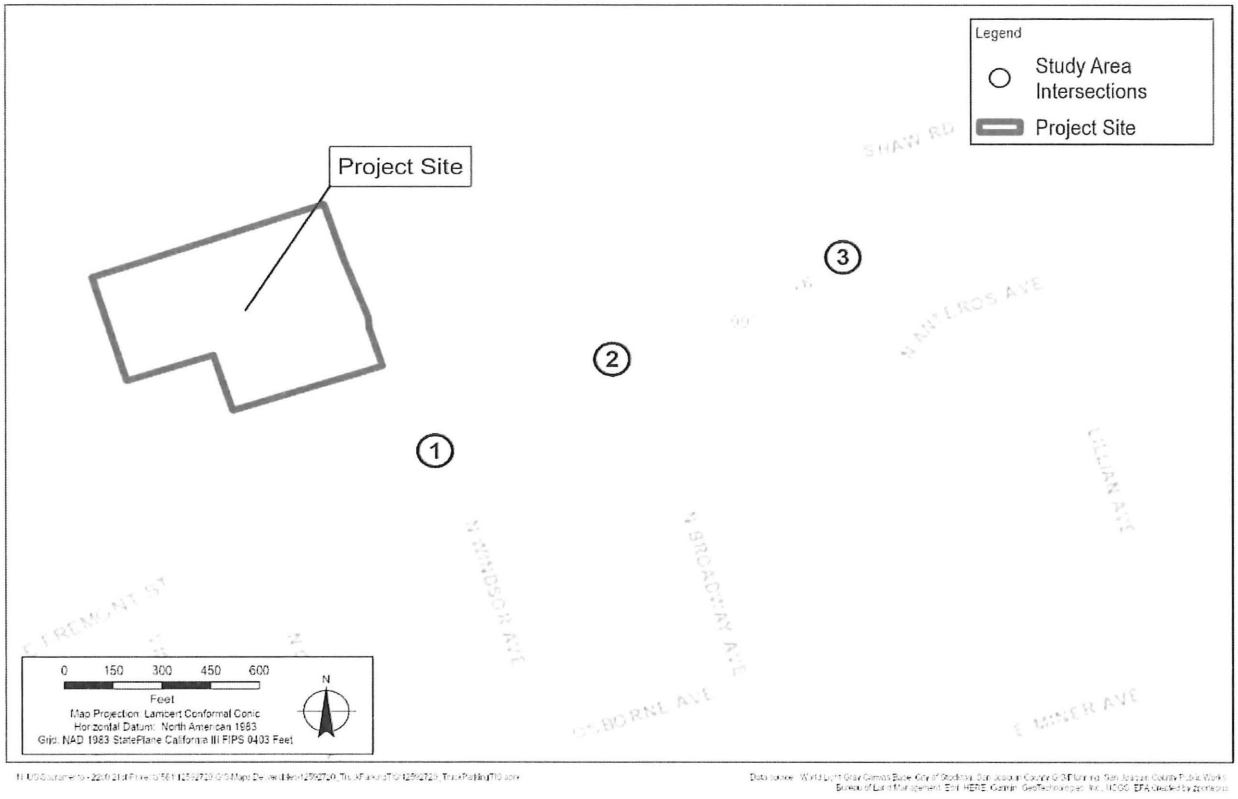
#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met?[3]	Delay	LOS	Warrant Met?[3]
1	**N. Broadway Ave & E. Fremont Street**	AWSC	D	12.8	B	No	19.2	C	Yes
2	SR 99 SB Ramps & E. Fremont St/SR 26	Signal	D	12.6	B	-	14.9	B	-
3	SR 99 NB Ramps & E. Fremont St/SR 26	Signal	D	30.1	C	-	36.3	D	-

Notes:

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions
5. OVR = Delay over 300 seconds

As presented in Table 8.1, the intersection of N. Broadway Ave & E. Fremont Street is projected to operate at acceptable LOS in the AM and PM peak hours under Cumulative Plus Project conditions with the AWSC. This intersection does not meet the warrant for a traffic signal during the AM peak hour, but meets the warrant for a traffic signal during the PM peak hour. The signal warrant analysis is contained in Appendix D. The other two intersections operate at acceptable LOS during the AM and PM peak hours under Cumulative Plus Project conditions.





Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane | Stop Sign

Traffic Signal | Roundabout

San Joaquin County
SR 26 Truck Parking TIAR

Cumulative Plus Project Conditions Peak Hour Traffic Volumes, Lane Geometries & Traffic Control

Project No. **12592720**
Report No. **001**
Date **8/25/23**

FIGURE 8.1

8.2 Queuing

Table 8.2 presents the 95th percentile queue lengths for each lane under Cumulative Plus Project conditions.

Table 8.2 95th Percentile Queue Lengths – Cumulative Plus Project Conditions

Int. #	Intersection/Approach	Control Type	Cumulative No Project 95th Percentile Queue (ft)		Cumulative Plus Project 95th Percentile Queue (ft)		Available Storage
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
1	***N. Broadway Ave & E. Fremont Street***						
	Eastbound Left	AWSC	45	70	70	130	75
	Eastbound Thru		0	35	120	305	
	Eastbound Right		15	20	***50***	***50***	25
	Westbound Left		20	30	55	75	95
	Westbound Thru		5	5	135	170	515
	Westbound Thru/Right		15	10	160	195	515
	Northbound Left/Thru/Right		65	170	55	65	
	Southbound Left/Thru/Right		120	590	90	110	
2	***SR 99 SB Ramps & E. Fremont St/SR 26***						
	Eastbound Left	Signal	140	185	165	200	340
	Eastbound Thru		90	140	100	140	515
	Westbound Thru		285	290	285	315	705
	Westbound Right		***180***	***170***	***180***	***175***	120
	Southbound Left		210	210	210	215	405
	Southbound Right		90	115	100	120	500
3	***SR 99 NB Ramps & E. Fremont St/SR 26***						
	Eastbound Left	Signal	145	340	180	415	570
	Eastbound Thru		215	280	215	320	705
	Westbound Thru		1730	950	1740	1500	
	Westbound Right		***400***	***380***	***405***	***395***	275
	Northbound Left		75	115	80	115	235
	Northbound Thru/Right		165	180	170	185	410
	Southbound Left		175	155	175	160	400
	Southbound Right		85	70	85	75	400

Note: **Bold red** text indicates queues that exceed available storage

As presented in Table 8.2, all 95th percentile queue lengths are within the available storage lengths under Cumulative Plus Project conditions, with the exception of the westbound right turn pockets at the intersections of SR 99 Southbound Ramps & E. Fremont Street and SR 99 Northbound Ramps & E. Fremont Street during the AM and PM peak hours. Additionally, the eastbound right turn queue length at N. Broadway Avenue & E. Fremont Street exceeds the estimated capacity, however, there is sufficient shoulder width to accommodate the additional queue length.

8.3 Roadway LOS

Table 8.3, presents the roadway volumes and LOS for both study segments, under Cumulative Plus Project conditions. As presented in Table 8.3, both roadway segments are projected to operate at an acceptable LOS.

Table 8.3 Roadway Level of Service – Cumulative Plus Project Conditions

Road Name	Location	Facility Type	Number of Lanes	Target LOS	NB/EB Volume	SB/WB Volume	Total Volume	LOS
N. Broadway Ave	North of E. Fremont St/ SR 26	Local Commercial and Industrial	2	C	1686	1,781	3,467	C or better
E. Fremont St/ SR 26	East of N. Windsor Ave/ N. Broadway Ave	Minor Arterial	4	C	10,688	10,671	21,358	C or better

9. Impact Determination and Mitigation Measures

9.1 Vehicle Miles traveled (VMT)

Consistent with CEQA Guidelines, projects that locate in areas with low VMT, and that incorporate similar features will tend to exhibit similarly low VMT. Since heavy-duty truck VMT is not a significant impact under CEQA, only the employment trips are considered in this analysis. The County's Draft VMT Guidelines identify map-based screening for employment-based projects in low-VMT areas. The proposed Project can be considered screened out because it is located in a low VMT area and is an infill area near similar industrial uses. Thus, the proposed Project is presumed to have a less-than-significant impact on VMT.

9.2 Level of Service (LOS)

9.2.1 Determination of Substantial Adverse Effects

Apart from CEQA, LOS is compared against County operational standards, wherein LOS D or better is the acceptable threshold for intersection operations. Operational or capacity improvements are recommended for locations where the following circumstances are observed:

- Where LOS is acceptable under the No Project condition, per the County's LOS standards, but deficient under the corresponding Plus Project condition scenario
  - Operational improvements are recommended that improve the LOS under the Plus Project condition to acceptable levels.
- Where LOS is deficient under the No Project condition, and average delay per vehicle at a study intersection increases under the corresponding Plus Project condition scenario
  - Operational improvements are recommended that improve the intersection overall average delay per vehicle under the Plus Project condition to the delay observed under the corresponding No Project condition, or better.

9.2.2 Recommended Improvements

At study intersections where the proposed Project creates or exacerbates an adverse effect on LOS, the adverse effect and recommended improvements are identified.

Intersection #1 – N. Broadway Ave & E. Fremont Street

This intersection is currently and projected to operate at LOS E in the PM peak hour under Existing and EPAP conditions, in the AM peak hour in the EPAP Plus Project and Cumulative No Project conditions, and LOS F in the PM Peak hour under EPAP Plus Project conditions and Cumulative No Project conditions. The following improvements are proposed to mitigate the Project's adverse effect on traffic operations during the EPAP Plus Project conditions:

- Convert the intersection to an AWSC intersection;
- Or, restrict Broadway as the truck entry and provide a truck exit via Golden Gate, where there is already a signal at Fremont, within the City's jurisdiction;
- Or, construct a roundabout at the intersection, which would be a large and costly project.

For the Cumulative Plus Project conditions, although the traffic signal warrant is met, an AWSC would be sufficient. If volumes increase in the future to a point that exceeds capacity of an AWSC, a traffic signal should be considered, when warranted, and the project should pay its fair-share of the construction.

9.3 Queuing

95th percentile queue lengths were compared against available storage lengths and intersection spacing to determine if vehicle spillback is likely. The Project is considered to have an adverse effect if Project traffic:

- Results in queue spillback at off-ramps impeding mainline traffic, or
- Exceeds a turn pocket length that impedes through traffic.

Under Cumulative Plus Project conditions, the 95th percentile queue lengths are anticipated to exceed storage capacities of the westbound right turn lanes at both ramps. However, since there are two thru lanes, this is not anticipated to impede thru traffic. Additionally, the eastbound right turn lane queue length exceeds the estimated capacity, however, there is sufficient shoulder width to accommodate the additional queue length.

9.4 Fair Share Calculations

The addition of Project traffic would result in the operations of Intersection #1 – N. Broadway Avenue & E. Fremont Street to worsen an already unacceptable LOS E under both EPAP and Cumulative conditions. Therefore, project fair share calculations were performed. The fair share was calculated using the equation presented in Figure 9.1.

Figure 9.1 Fair Share Equation

$$P = \frac{T}{Tb - Te}$$

Where:

P = The equitable share for the proposed project's traffic impact.

T = The vehicle trips generated by the project.

Tb = Cumulative Conditions expected to occur in the year 2025.

Te = Existing Plus Approved Projects

As the intersection is projected to operate at an unacceptable LOS during both the AM and PM peak hours for the Cumulative Plus Project conditions, the fair share was calculated for both peak hours and were then averaged. The AM fair share was found to be 11.1% and the PM was 8.1%. Therefore, the final fair share was determined to be 9.6%.

10. Conclusion

Based on the results of the traffic impact analysis, the following is a summary of our findings.

Existing Conditions

The intersection of N. Broadway Avenue & E. Fremont Street currently operates at an unacceptable LOS E during the Existing conditions PM peak hour (due to the southbound approach). The other two study intersections (at the SR 99 ramps) operate at acceptable LOS during the AM and PM peak hours under Existing conditions. The queueing exceeds the storage length of the westbound right turn pocket, at the intersection of the SR 99 Southbound Ramps & E. Fremont Street during the AM and PM peak hours. Since there are two thru lanes westbound, this queuing is not anticipated to impede thru traffic.

Proposed Project Trip Generation

The Project is expected to generate 600 daily weekday, 51 AM peak, and 47 PM peak hour trips, external to the Project site. This includes 429 truck trips and 171 trips from employees, daily.

Proposed Project Site Access & Truck Turns

The project site is in a vacant lot between N. Golden Gate Avenue and N. Broadway Avenue, north of E. Fremont Street, west of SR 99, just east of the City of Stockton limits. The proposed site plan includes one driveway access to Broadway Avenue. The driveway has a width of 60 feet and the narrowest aisle is 50 feet wide, both widths are sufficient for truck access and movement.

Vehicle Miles Traveled

Based on the SJCOG regional travel demand model, areas with low VMT for employment-based screening were considered for the proposed project's employee trips. The County's map-based screening criteria uses employment VMT per employee and a threshold of 16% below the unincorporated countywide average, consistent with the CARB threshold for the region. Based on the SJCOG model, the VMT per employee threshold is 16.0. The model results by TAZ where the proposed project is has a VMT per employee rate of 13.0. Therefore, the proposed project is in a low VMT area. Additionally, the project location is an infill area near similar industrial uses and consistent with existing zoning. Therefore, the proposed project qualifies for the map-based screening criteria and can be presumed to have a less-than-significant impact on VMT.

Existing Plus Approved/Pending Projects (EPAP) Conditions

The Existing Plus Approved/Pending (EPAP) conditions includes traffic related to the following recently approved or pending projects provided by the County:

- Arco Gas Station from the *Traffic Impact Analysis Report* (September, 2020) for the proposed project at 4010 E. Fremont Street (SR 26), San Joaquin County, CA
  - This project is a 12-position gas station with a 3,462 square foot convenience store on the southwest corner of the signalized intersection of E. Fremont Street (SR 26) & Oro Avenue about 1,000 feet east of the SR 26 & SR 99 Northbound Ramps intersection.
- Dollar General Project
  - This project is an estimated 9,100 square foot Dollar General located west of N. Golden Gate Avenue.

Under EPAP (No Project) conditions, the intersection of N. Broadway Ave & E. Fremont Street is projected to operate at unacceptable LOS E in the PM peak hour.

EPAP Plus Project Conditions

Under EPAP Plus Project conditions the intersection of N. Broadway Ave & E. Fremont Street is projected to operate at unacceptable LOS E in the AM peak hour and LOS F in the PM peak hour. This intersection does not meet the warrant for a traffic signal during either peak hour.

Recommendation:

Intersection #1: N Broadway Ave & E Fremont Street

- Convert the intersection to an AWSC intersection;
- Or, restrict Broadway Avenue as the truck entry and provide a truck exit via Golden Gate Avenue, where there is already a signal at Fremont Street, within the City's jurisdiction;
- Or, construct a roundabout at the intersection, which would be a large and costly project.

Cumulative Conditions

Under Cumulative conditions, the intersection of N. Broadway Ave & E. Fremont Street is projected to operate at unacceptable LOS E in the AM peak hour and LOS F in the PM peak hour.

Cumulative Plus Project Conditions

Under Cumulative Plus Project conditions, with the assumption that the proposed AWSC is added to the intersection of N. Broadway Ave & E. Fremont Street, all intersections are projected to operate at acceptable LOS in the AM and PM peak hours. This intersection does not meet the warrant for a traffic signal during the AM peak hour, but does meet the warrant for a traffic signal during the PM peak hour. If the capacity of the AWSC is exceeded in the future due to changes in travel conditions, etc., a traffic signal should be considered when warranted.

Recommendation:

Intersection #1: N Broadway Ave & E Fremont Street

- Retain the AWSC until a traffic signal is needed;
- Or, restrict Broadway as the truck entry and provide a truck exit via Golden Gate, where there is already a signal at Fremont, within the City's jurisdiction;
- Or, construct a roundabout at the intersection, which would be a large and costly project.

If the future volume exceeds the capacity of the AWSC, a traffic signal should be considered, and the project should pay the fair share for the construction.

The fair-share calculation was determined to be 9.6%.

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San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

May 6, 2024

Gino Spingolo
Frank Spingolo Warehouse Co.
1011 N. Broadway Ave
Stockton, CA 95205

Re: Air Impact Assessment (AIA) Application Approval
ISR Project Number: C-20240032
Land Use Agency: County of San Joaquin
Land Use Agency ID Number: PA-2200274

Dear Mr. Spingolo:

The San Joaquin Valley Air Pollution Control District (District) has approved your Air Impact Assessment (AIA) for the Commercial Compound project located at 878 N. Golden Gate Ave in Stockton, California. The project consists of a truck parking facility with 151 parking spots and 35,100 square foot commercial buildings. Pursuant to District Rule 9510, Section 8.4, the District is providing you with the following information:

- A notification of AIA approval (this letter)
- A statement of tentative rule compliance (this letter)
- A summary of project emissions and emission reductions
- A summary of the off-site fees
- An approved Monitoring and Reporting Schedule
- An invoice for the project processing fees

Fee Deferral Schedule

The District has approved your proposed Fee Deferral Schedule (FDS), and invoices will be mailed accordingly. Please be advised that payment of off-site fees must be received prior to the start of the first activity generating emissions (including but not limited to demolition, grading, etc.). If you have any questions about the project emissions estimate or if you wish to modify this FDS, please contact the District within 15-days from receipt of this letter.

Samir Sheikh
Executive Director/Air Pollution Control Officer

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

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

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

www.valleyair.org www.healthyairliving.com

The attached summary of off-site fees is based on the cost of reductions ($/ton) identified in District Rule 9510, Section 7.2. Pursuant to District Rule 9510, the District may adjust the cost of reduction as necessary. In the event that there is a change in the cost of reductions, unpaid off-site fees would be recalculated using the off-site fee rate in effect at the time payment is made. This could result in higher fees.

Construction Fleet Summary

Since you have committed to use a clean construction fleet, you must submit a construction fleet summary to the District, per the enclosed Monitoring and Reporting Schedule, to verify construction emissions have been reduced by 20% for NOx and 45% for PM10. This analysis may result in additional processing fees. In the event that you do not achieve the required emission reductions, you will be invoiced for the remaining balance of emission reductions as required by Rule 9510.

Change in Developer Form

If all or a portion of the project changes ownership, a completed Change in Developer form must be submitted to the District within thirty (30) days following the date of transfer.

Changes to Project

The District's assessment of the project is based on the information provided in your AIA application and any supplemental documentation. Please be aware that changes to the project (e.g. change in land use type, use intensity, trip data, or other project-specific information) may require a revision of the assessment. You are required to notify the District of any changes to the project using the "Project Modification Request Form" found at http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

Additional Requirements

- Dust Control Plan. Please be aware that you may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

- Asbestos Requirements for Demolitions. If demolition is involved, a Certified Asbestos Consultant will need to perform an asbestos survey prior to the demolition of a regulated facility. Following the completion of an asbestos survey; the asbestos survey, Asbestos Notification, Demolition Permit Release, and the proper fees are to be submitted to the District 10 working days prior to the removal of the Regulated Asbestos Containing Material and/or the demolition when no asbestos is present.

- Permits. Per District Rule 2010 (Permits Required), you may be required to obtain a 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 baghouses.

To identify other District rules or regulations that apply to this project or to obtain information about District rules and permit requirements, the applicant is strongly encouraged to visit www.valleyair.org or contact the District's Small Business Assistance office nearest you:

Fresno office:	(559) 230-5888
Modesto office:	(209) 557-6446
Bakersfield office:	(661) 392-5665

Thank you for your cooperation in this matter. Please note the District also issued a letter to the land-use agency notifying the agency of this AIA approval. If you have any questions, please contact Mr. Eric S McLaughlin by telephone at (559) 230-5808 or by email at eric.mclaughlin@valleyair.org.

Sincerely,

Tom Jordan
Director of Policy and Government Affairs

For Mark Montelongo
Program Manager

Enclosures

Emissions Estimator Worksheet

04/25/2024

Applicant/Business Name:	Frank Spingolo Warehouse Company
Project Name:	PA-2200274
Project Location:	878 N. Golden Gate Avenue, Stockton, CA
District Project ID No.:	20240032

Project Construction Emissions

If applicant selected Construction Clean Fleet Mitigation Measure - Please select "Yes" from dropdown menu: Yes

			NOx					PM10				
Project Phase Name	ISR Phase	Construction Start Date	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Emission Reductions Required by Rule[5]	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Emission Reductions Required by Rule[5]
Phase 1 - 11,700 SF and Truck Parking	1	07/01/2025	0.7359	0.5887	0.1472	0.0000	0.1472	0.0322	0.0177	0.0145	0.0000	0.0145
	2				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
Phase 2 - 23,400 SF	3	07/01/2028	0.4293	0.3434	0.0859	0.0000	0.0859	0.0181	0.0099	0.0082	0.0000	0.0081
Phase 2 - 23,400 SF	4	01/01/2029	0.1748	0.1398	0.0350	0.0000	0.0350	0.0075	0.0041	0.0034	0.0000	0.0034
	5				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	6				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	7				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	8				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	9				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	10				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
		Total	**1.3400**	**1.0719**	**0.2681**	**0.0000**	0.2680	**0.0578**	**0.0317**	**0.0261**	**0.0000**	0.0260

Total Achieved On-Site Reductions (tons)

ISR Phase	NOx	PM10
1	0.1472	0.0145
2	0.0000	0.0000
3	0.0859	0.0082
4	0.0350	0.0034
5	0.0000	0.0000
6	0.0000	0.0000
7	0.0000	0.0000
8	0.0000	0.0000
9	0.0000	0.0000
10	0.0000	0.0000
Total	**0.2681**	**0.0261**

Project Operations Emissions (Area + Mobile)

			NOx						PM10					
Project Phase Name	ISR Phase	Operation Start Date	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Total Emission Reductions Required by Rule[6]	Average Annual Emission Reductions Required by Rule[7]	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Total Emission Reductions Required by Rule[6]	Average Annual Emission Reductions Required by Rule[7]
	1				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Phase 1 - 11,700 SF and Truck Parking	2	01/01/2026	7.7528	7.7528	0.0000	19.3820	19.3820	1.9382	1.4360	1.4360	0.0000	7.1800	7.1800	0.7180
	3				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	4				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Phase 2 - 23,400 SF	5	04/01/2029	0.1491	0.1491	0.0000	0.3728	0.3728	0.0373	0.2231	0.2231	0.0000	1.1155	1.1155	0.1116
	6				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	7				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	8				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	9				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	10				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
		Total	**7.9019**	**7.9019**	**0.0000**	**19.7548**	**19.7548**	**1.9755**	**1.6591**	**1.6591**	**0.0000**	**8.2955**	**8.2955**	**0.8296**

Total Required Off-Site Reductions (tons)

ISR Phase	NOx	PM10
1	0.0000	0.0000
2	19.3820	7.1800
3	0.0000	0.0000
4	0.0000	0.0000
5	0.3728	1.1155
6	0.0000	0.0000
7	0.0000	0.0000
8	0.0000	0.0000
9	0.0000	0.0000
10	0.0000	0.0000
Total	**19.7548**	**8.2955**

Notes:

TPY: Tons Per Year

[1] **Unmitigated Baseline:** The project's baseline emissions generated with no on-site emission reduction measures.

[2] **Mitigated Baseline:** The project's baseline emissions generated after on-site emisison reduction measures have been applied.

[3] **Achieved On-site Reductions:** The project's emission reductions achieved after on-site emission reduction measures have been applied.

[4] **Required Off-site Reductions:** The project's remaining emission reductions required by Rule 9510 if on-site emission reduction measures did not achieive the required rule reductions.

[5] **Emission Reductions Required by Rule:** The project's emission reductions required (20% NOx and 45% PM10) for construction from the unmitigated baseline.

[6] **Total Emission Reductions Required by Rule:** The project's emission reductions required (33.3% NOx and 50% PM10) for operations from the unmitigated baseline over a 10-year period.

[7] **Average Annual Emission Reductions Required by Rule:** The project's total emission reduction for operations required by Rule 9510 divided by 10 years.

Fee Estimator Worksheet

05/06/2024

Applicant/Business Name:	Frank Spingolo Warehouse Company
Project Name:	PA-2200274
Project Location:	878 N. Golden Gate Avenue, Stockton, CA
District Project ID No.:	20240032

NOTES:

(1) The start date for each ISR phase is shown in TABLE 1.

(2) If you have chosen a **ONE-TIME** payment for the project, then the total amount due for ALL PHASES is shown under TABLE 2.

(3) If you have chosen a **DEFERRED** payment schedule or would like to propose a **DEFERRED** payment schedule for the project, the total amount due for a specific year is shown in TABLE 3 according to the schedule in TABLE 1.

* If you have not provided a proposed payment date, the District sets a default invoice date of 60 days prior to start of the ISR phase.

If applicant selected Fee Deferral Schedule - Please select "Yes" from dropdown menu	Yes

TABLE 1 - PROJECT INFORMATION

Project Phase Name	ISR Phase	Start Date per Phase	Scheduled Payment Date*
Phase 1 - 11,700 SF and Truck Parking	1	7/1/25	Clean Fleet
Phase 1 - 11,700 SF and Truck Parking	2	1/1/26	07/31/2025
Phase 2 - 23,400 SF	3	7/1/28	Clean Fleet
Phase 2 - 23,400 SF	4	1/1/29	Clean Fleet
Phase 2 - 23,400 SF	5	4/1/29	07/31/2028
	6		
	7		
	8		
	9		
	10		
TOTAL (tons)			

TABLE 2 - No Fee Deferral Schedule (FDS)

Pollutant	Required Offsite Reductions (tons)
NOx	0.0000
PM10	0.0000
NOx	19.3820
PM10	7.1800
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.3728
PM10	1.1155
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	19.7548
PM10	8.2955

Offsite Fee by Pollutant ($)		
	NOx	$184,706
	PM10	$74,749
Administrative Fee ($)		$10,378.20
Offsite Fee ($)		$259,455.00
Total Project Offsite Fee ($)		$269,833.20

Rule 9510 Fee Schedule ($/ton)		
Year	Nox	PM10
2025 and Beyond	$9,350	$9,011

TABLE 2 - NO FDS

2025
0.0000
0.0000
19.3820
7.1800
0.0000
0.0000
0.0000
0.0000
0.3728
1.1155
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
19.7548
8.2955

TABLE 3 - APPROVED FEE DEFERRAL SCHEDULE (FDS) BY PAYMENT YEAR

2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
19.3820										
7.1800										
			0.3728							
			1.1155							
19.3820	0.0000	0.0000	0.3728	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
7.1800	0.0000	0.0000	1.1155	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
$181,221	$0	$0	$3,485	$0	$0	$0	$0	$0	$0	$0
$64,698	$0	$0	$10,051	$0	$0	$0	$0	$0	$0	$0
$9,836.76	$0.00	$0.00	$541.44	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
$255,755.76	$0.00	$0.00	$14,077.44	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
					$269,833.20					

Indirect Source Review
Complete Project Summary Sheet & Monitoring and Reporting Schedule

Project Name:	**PA-2200274**
Applicant Name:	**FRANK SPINGOLO WAREHOUSE CO.**
Project Location:	**878 N. GOLDEN GATE AVE** **FREMONT**
Project Description:	**LAND USE:** **Commercial/Retail - 11700 Square Feet - Other** **Commercial/Retail - 11700 Square Feet - Other** **Commercial/Retail - 23400 Square Feet - Other** **Commercial/Retail - 23400 Square Feet - Other** **Commercial/Retail - 23400 Square Feet - Other** **ACREAGE: 0**
ISR Project ID Number:	**C-20240032**
Applicant ID Number:	**C-303909**
Permitting Public Agency:	**COUNTY OF SAN JOAQUIN**
Public Agency Permit No.	**PA-2200274**

Existing Emission Reduction Measures

Enforcing Agency	Measure	Quantification	Notes

There are no Existing Measures for this project.

Non-District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Implementation	Source Of Requirements

There are no Non-District Enforced Measures for this project.

District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Implementation	Measure For Compliance	District Review
SJVAPCD	Construction Clean Fleet	For each project phase, maintain records of total hours of operation for all construction equipment, greater than 50 horsepower, operated on site. Within 30-days of completing construction of each project phase, submit to the District a summary report of total hours of operation, by equipment type, equipment model year and horsepower.	(Compliance Dept. Review)	

Indirect Source Review
Complete Project Summary Sheet &
Monitoring and Reporting Schedule

(District Enforced Emission Reduction Measures Continued)

Enforcing Agency	Measure	Specific Implementation	Measure For Compliance	District Review
SJVAPCD	Construction and Operation - Recordkeeping	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.	(Compliance Dept. Review)	
SJVAPCD	Construction and Operational Dates	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.	(Compliance Dept. Review)	

Number of District Enforced Measures: 3

Due Date	Amount Due
7/5/2024	$ 865.30

Amount Enclosed

ISR APPN C20240032
303909 C361617 5/6/2024

FRANK SPINGOLO WAREHOUSE CO.
1011 N. BROADWAY AVE
STOCKTON, CA 95205

SJVAPCD
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244

Applicant ID	Invoice Date	Invoice Number
C303909	5/6/2024	C361617

Invoice Type
ISR Project: C20240032

FRANK SPINGOLO WAREHOUSE CO.
1011 N. BROADWAY AVE
STOCKTON, CA 95205

PROJECT NUMBER: 20240032 (COMMERCIAL COMPOUND)

APPLICATION FILING FEES	$ 841.00
PROCESSING TIME FEES	$ 865.30
TOTAL FEES	$ 1,706.30
LESS PREVIOUSLY PAID PROJECT FEES APPLIED TO THIS INVOICE	($ 841.00)
PROJECT FEES DUE (Enclosed is a detailed statement outlining the fees for each item.)	**$ 865.30**

San Joaquin Valley Air Pollution Control District

Invoice Detail

Applicant ID: C303909

FRANK SPINGOLO WAREHOUSE CO.
1011 N. BROADWAY AVE
STOCKTON, CA 95205

Invoice Nbr: C361617
Invoice Date: 5/6/2024
Page: 1

Project Name: COMMERCIAL COMPOUND

Application Filing Fees

Project Nbr	Description	Application Fee
C20240032	ISR Application Evaluation Fee	$ 841.00
	Total Application Filing Fees:	**$ 841.00**

Processing Time Fees

Project Nbr	Quantity	Rate	Description	Fee
C20240032	15.1 hours	$ 113.00 /h	Standard Processing Time	$ 1,706.30
			Less Credit For Application Filing Fees	($ 841.00)
			Standard Processing Time SubTotal	$ 865.30
			Total Processing Time Fees:	**$ 865.30**

EPS
ENVIRONMENTAL PERMITTING SPECIALISTS
Air Quality • Permitting • OHSA • RMP/PSM

DRAFT TECHNICAL MEMORANDUM

To: Charlie Simpson
BaseCamp Environment, Inc.

Date: December 1, 2024

From: Ray Kapahi RK
Tel: 916-687-8352
E-Mail: ray.kapahi@gmail.com

Subject: Analysis of Screening Level Construction and Operational Public Health Risks At Proposed Development of Warehouse and Parking Lot

INTRODUCTION AND SUMMARY OF FINDINGS

Environmental Permitting Specialists (EPS) has completed an analysis of public health risks associated with the construction and operation (occupancy) phases of a warehouse and a truck parking lot to be located in Stockton, CA.

It is our understanding that the project is located near the intersection of State Route 99 and East Fremont Street. The project would consist of 35,000 square feet of warehouse space and a 152 space truck parking area on a 8.3 acre lot. Figures 1 and 2 illustrate the project location and the site map.

Public health risks are defined as cancer and non-cancer risk resulting from exposure to toxic air contaminants (TACs). Consistent with the San Joaquin Valley Air Pollution Control District (SJVAPCD) 2015 CEQA Guidelines, three types of health risks were evaluated. These are summarized below along with their thresholds of significance.

Risk Type	Reported As	Significance Threshold
Cancer	Cancer Risk Score	Screening Level Cancer Score: 10
Non-Cancer (Chronic)	Hazard Index	1.0 or greater
Non-Cancer (Acute)	Hazard Index	1.0 or greater
Reference: *"Guidance for Assessing and Mitigating Air Quality impacts"* March 19, 2015. San Joaquin Valley Air Pollution Control District. Chapter 8.		

For the construction phase, TAC emissions would be released from construction equipment. The main TAC that would be released is diesel particulate matter (DPM) from various construction equipment. For the operational phase, the main TAC would also be DPM released from trucks entering or leaving the warehouse as well as from trucks using the parking lot. Since the project site is located adjacent to residences and other businesses, there is a potential for significant public health risks.

The results of the current analysis indicates that cancer and non-cancer health risks would be insignificant for both the construction and operational phases. These results are based on EPS estimate of construction emissions and a traffic impact analysis completed for the project applicant by GHD, Inc.

This Technical Memorandum details the methodology, assumptions and results of the risk analysis.

METHODOLOGY

The evaluation of health risks associated with a project involves three steps:

1. Determine the emission rates of various TACs for both the construction and operational phases.
2. Calculate screening level risk scores
3. Evaluate the significance of the risk scores

These steps are described below.

Estimate of Emissions

A variety of toxic air emissions will be released during the construction and occupancy (operational) phases of this project. These are discussed below.

Construction Phase

The main toxic air contaminant released during the construction phase is diesel exhaust. This is a complex mixture that includes hundreds of individual compounds and has been identified by the State of California as a known carcinogen[1] (Cal/EPA 2023). Under OEHHA Guidelines, diesel particulate matter (DPM) is used as a surrogate for the mixture of compounds that make up diesel exhaust as a whole.

EPS used the CalEEMod emissions model to calculate emission rates of diesel exhaust from various *construction* equipment. This model is recommended by the SJVAPCD for estimating project level emissions. Construction was assumed to take place over six months starting June 1, 2025. Details of the construction emission calculations appear in Attachment 1.

Occupancy (Operational) Phase

Occupancy would begin January 1, 2026. Occupancy emissions would consist primarily of DPM emissions from trucks travelling to and from the warehouse and the parking lot. GHD Traffic Study[2] estimated that 600 new truck trips would be generated per day. EPS used this value to calculate DPM emissions from truck travel within ¼ mile of the project site and on-site emissions from truck idling.

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[1] Cal/EPA (2023): OEHHA/ARB Consolidated Table of Approved Risk Assessment Health Values. Available at: https://ww2.arb.ca.gov/resources/documents/consolidated-table-oehha-carb-approved-risk-assessment-health-values

[2] GHD (2023): "SR 26 Truck Parking Traffic Impact Report". GHD, Inc. September 01, 2023.

CALCULATE SCREENING LEVEL HEALTH RISKS

A screening level health risk analysis is a simplified analysis to determine if a project is likely to cause significant health risks to residents living near the project site. By its nature, a screening level HRA is a conservative (an overstatement) of actual risks. If the screening level HRA indicates significant health risks, then a refined risk assessment is prepared.

For the current analysis, risk scores were calculated for the construction and operational phases at the nearest homes. These are located approximately 515 feet West of the project as measured from the center of the project site (Please see figure in Attachment 3).

The screening level risk scores are as follows:

Construction Phase: Cancer Risk score = 2.37

Operational Phase: Cancer Risk Score = 1.91

There are no short-term (acute or chronic) health standards for DPM. Detailed calculations are provided in Attachment 3.

Since the cancer risk score is below 10 for both the construction and operational phases, a refined risk assessment is not needed.

SIGNIFICANCE OF PROJECT HEALTH RISKS

Project level risks summarized below along with significance thresholds established by the SJVAPCD.

Risk Type	Reported As	Significance Threshold	Project Risk
Cancer	Cancer Risk Score	Screening Level Cancer Score: 10	Construction: 2.37 Operational: 1.91
Non-Cancer (Chronic)	Hazard Index	1.0 or greater	No health risks have been established for DPM
Non-Cancer (Acute)	Hazard Index	1.0 or greater	
Reference: *"Guidance for Assessing and Mitigating Air Quality impacts"* March 19, 2015. San Joaquin Valley Air Pollution Control District. Chapter 8.			

The project level cancer risk scores are well below the thresholds of significance. Therefore, we conclude that the project would not cause significant public health risks.

Attachments

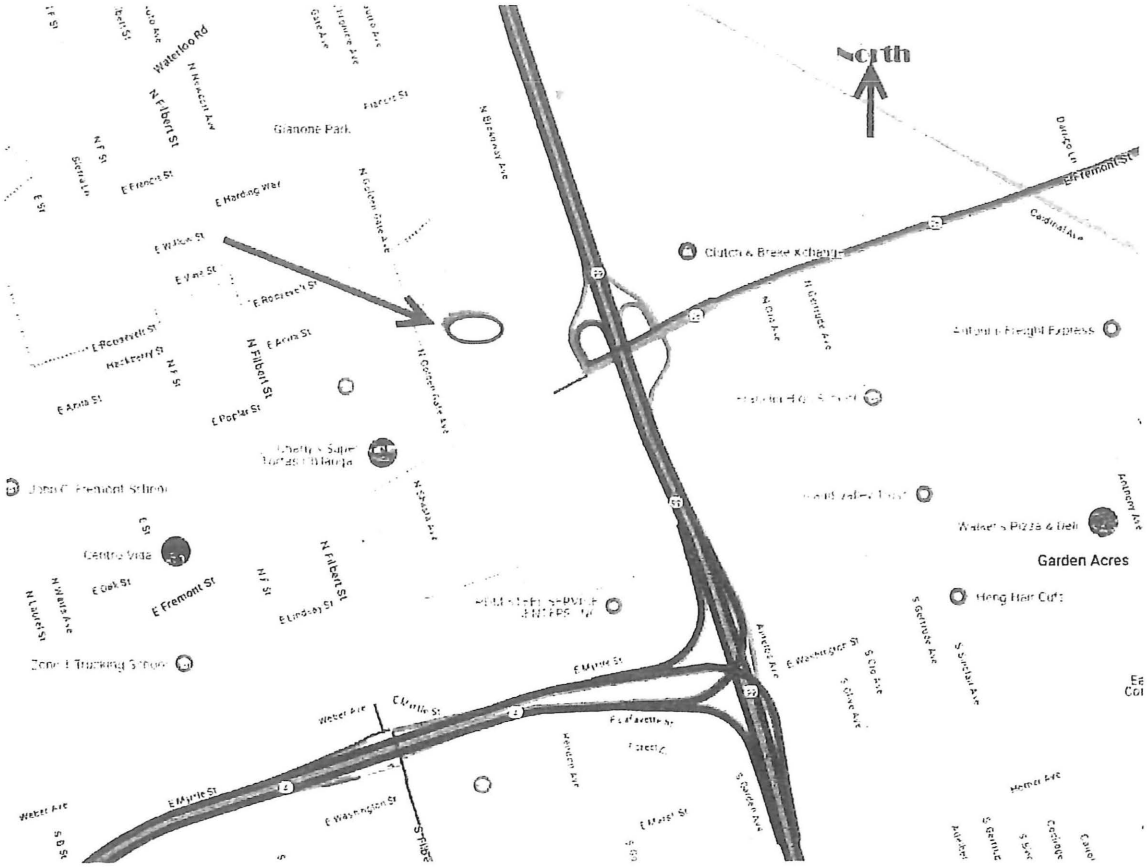
Attachment 1 – Construction Emissions

Attachment 2 – Operational Emissions

Attachment 3 – Risk Screen Calculations

Figure 1

Vicinity Map



Attachment 1

Construction Emissions Calculations

Operational emissions of toxic air contaminants consist primarily of exhaust from diesel trucks. These emissions occur from truck idling and movement of trucks within ¼ mile of the facility. This distance is used by the SJVAPCD in evaluating emissions and public health risks from a facility.

Emissions From Truck Idling

Emissions from truck idling assume each truck will idle for 5 minutes. This is the maximum allowed under current California regulations. Emission rate of DPM is based on emission factors developed by the CARB. The calculation is shown below. A total of only 0.0119 pounds of DPM would be released per year which is considered negligible.

Truck Idling Emisisons	Units	
Trucks/day		600
Idle Time per Truck (min)	*min*	5
Total Annual Idle Time	*min*	3,000
	hrs	50.0
Emission Factor for Truck Idling (Note 1)	*(grams/hr)*	0.108
Idling Emissions All Trucks	*(grams/yr)*	5.4
	(lbs/yr)	0.0119

Note 1. From EMFAC 2011 Idle EFs for various vehicle types and air districts

CY	EMFAC2007 Vehicle C	Fuel_Type	air_basin	season	HC (g/hr-veh)	CO (g/hr-veh)	NOX (g/hr-ve	PM10 (g/hr-veh)
2025	HHDT	D	SF	s	5.464958539	30.0929373	40.34129044	0.091825436
2025	HHDT	D	SF	w	6.260157195	57.04725654	37.3478394	0.132541905
2025	HHDT	D	SJV	a	5.827001436	41.62278196	38.62012231	0.108286591
2025	HHDT	D	SJV	s	5.491401948	30.24482753	39.86244848	0.091286114

Emissions from Local Travel

Emissions based on 600 trucks per day as per traffic Study completed by GHD September 01, 2023. Annual emissions estimated to equal 3.29 pounds per year which is considered negligible. See calculation below.

Dailly Truck Count	*(vehicles/day)*	600
	(trucks/yr)	219,000
Emission Factor EMFAC 2017 (Note 1)	*(grams/mile)*	0.0273
Distance Travelled	*(mile/truck)*	0.25
	(total miles)	54,750
Emissions of DPM	*(grams/yr)*	1,494
	(lbs/yr)	3.29

Note 1:
Emissions based on EMFAC 2017 Aggregate statewide for HD trucks
Excerts of EMFAC 2017 Model appear below.

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: Statewide
Region: California
Calendar Year: 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN. Pl

Region	Calendar Y	Vehicle Category	Model Yea	Speed	Fuel	NOx_RUN	NOx_IDLE	NOx_STRE	PM2.5_RU	PM2.5_IDI	PM2.5_STI	PM2.5_PM	PM2.5_PM	PM10_RUNEX
Statewide	2024	T6 Public Class 6	Aggregate	Aggregate	Diesel	4.988067	35.85442	0.963386	0.029242	0.075368	0	0.003	0.015797	0.030564097
Statewide	2025	LDA	Aggregate	Aggregate	Diesel	0.212021	0	0	0.017831	0	0	0.002	0.002717	0.018637389
Statewide	2025	MDV	Aggregate	Aggregate	Diesel	0.086319	0	0	0.006807	0	0	0.002	0.003211	0.007114542
Statewide	2025	T6 Public Class 6	Aggregate	Aggregate	Diesel	4.452173	33.58343	1.040463	0.02611	0.065968	0	0.003	0.015798	0.027290105
Statewide	2026	LDA	Aggregate	Aggregate	Diesel	0.186008	0	0	0.015801	0	0	0.002	0.002716	0.016515695

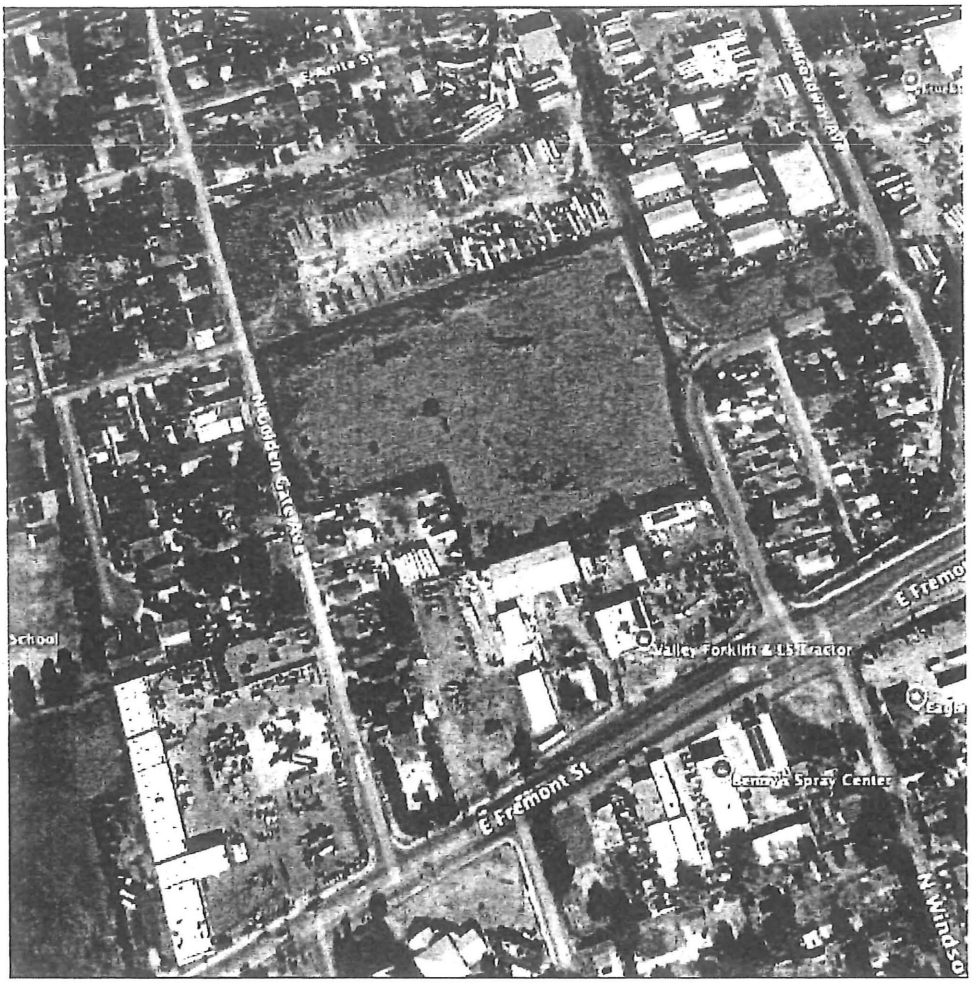
Construction emissions were calculated using the CalEEMOD emissions model. Construction was assumed to take place over six months. The actual number of construction days is estimated to equal 82 days. A hypothetical construction schedule, a list of equipment and their usage is shown in pages 19 and 20 of the CalEEMod emissions report.

Since there are no existing structures at the site and the site is already level, no demolition is required and minimal grading will be required. In addition, there utilities (sewer, water, electricity) available so site work consists mainly of trenching to connect to utilities and foundation work. The building construction would use prefabricated elements that would be assembled using hand tools.

The emissions are summarized on page 6 of CalEEMod emissions report. Average emissions of diesel exhaust 0.05 pounds per day appear as "PM10E" on this page and are highlighted. Annual emissions would equal 0.05 lbs/day x total number of construction days estimated to equal 82 days = 4.1 lbs/year

Figure 2
Site Map

Source: BaseCamp Environmental, Inc.



Attachment 2

Operational Emissions

Emissions Estimator Worksheet

04/25/2024

Applicant/Business Name:	Frank Spingolo Warehouse Company
Project Name:	PA-2200274
Project Location:	878 N. Golden Gate Avenue, Stockton, CA
District Project ID No.:	20240032

Project Construction Emissions

If applicant selected Construction Clean Fleet Mitigation Measure - Please select "Yes" from dropdown menu: Yes

			NOx					PM10				
Project Phase Name	ISR Phase	Construction Start Date	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Emission Reductions Required by Rule[5]	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Emission Reductions Required by Rule[5]
Phase 1 - 11,700 SF and Truck Parking	1	07/01/2025	0.7359	0.5887	0.1472	0.0000	0.1472	0.0322	0.0177	0.0145	0.0000	0.0145
	2				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
Phase 2 - 23,400 SF	3	07/01/2028	0.4293	0.3434	0.0859	0.0000	0.0859	0.0181	0.0099	0.0082	0.0000	0.0081
Phase 2 - 23,400 SF	4	01/01/2029	0.1748	0.1398	0.0350	0.0000	0.0350	0.0075	0.0041	0.0034	0.0000	0.0034
	5				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	6				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	7				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	8				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	9				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	10				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
		Total	1.3400	1.0719	0.2681	0.0000	0.2680	0.0578	0.0317	0.0261	0.0000	0.0260

Total Achieved On-Site Reductions (tons)

ISR Phase	NOx	PM10
1	0.1472	0.0145
2	0.0000	0.0000
3	0.0859	0.0082
4	0.0350	0.0034
5	0.0000	0.0000
6	0.0000	0.0000
7	0.0000	0.0000
8	0.0000	0.0000
9	0.0000	0.0000
10	0.0000	0.0000
Total	0.2681	0.0261

Project Operations Emissions (Area + Mobile)

			NOx						PM10					
Project Phase Name	ISR Phase	Operation Start Date	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Total Emission Reductions Required by Rule[6]	Average Annual Emission Reductions Required by Rule[7]	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Total Emission Reductions Required by Rule[6]	Average Annual Emission Reductions Required by Rule[7]
	1				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Phase 1 - 11,700 SF and Truck Parking	2	01/01/2026	7.7528	7.7528	0.0000	19.3820	19.3820	1.9382	1.4360	1.4360	0.0000	7.1800	7.1800	0.7180
	3				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	4				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Phase 2 - 23,400 SF	5	04/01/2029	0.1491	0.1491	0.0000	0.3728	0.3728	0.0373	0.2231	0.2231	0.0000	1.1155	1.1155	0.1116
	6				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	7				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	8				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	9				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	10				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
		Total	7.9019	7.9019	0.0000	19.7548	19.7548	1.9755	1.6591	1.6591	0.0000	8.2955	8.2955	0.8296

Total Required Off-Site Reductions (tons)

ISR Phase	NOx	PM10
1	0.0000	0.0000
2	19.3820	7.1800
3	0.0000	0.0000
4	0.0000	0.0000
5	0.3728	1.1155
6	0.0000	0.0000
7	0.0000	0.0000
8	0.0000	0.0000
9	0.0000	0.0000
10	0.0000	0.0000
Total	19.7548	8.2955

Notes:

TPY: Tons Per Year

[1] **Unmitigated Baseline:** The project's baseline emissions generated with no on-site emission reduction measures.

[2] **Mitigated Baseline:** The project's baseline emissions generated after on-site emisison reduction measures have been applied.

[3] **Achieved On-site Reductions:** The project's emission reductions achieved after on-site emission reduction measures have been applied.

[4] **Required Off-site Reductions:** The project's remaining emission reductions required by Rule 9510 if on-site emission reduction measures did not achieive the required rule reductions.

[5] **Emission Reductions Required by Rule:** The project's emission reductions required (20% NOx and 45% PM10) for construction from the unmitigated baseline.

[6] **Total Emission Reductions Required by Rule:** The project's emission reductions required (33.3% NOx and 50% PM10) for operations from the unmitigated baseline over a 10-year period.

[7] **Average Annual Emission Reductions Required by Rule:** The project's total emission reduction for operations required by Rule 9510 divided by 10 years.

Fee Estimator Worksheet

05/06/2024

Applicant/Business Name:	Frank Spingola Warehouse Company
Project Name:	PA-2200274
Project Location:	878 N. Golden Gate Avenue, Stockton, CA
District Project ID No.:	20240032

NOTES:

(1) The start date for each ISR phase is shown in TABLE 1.

(2) If you have chosen a ONE-TIME payment for the project, then the total amount due for ALL PHASES is shown under TABLE 2.

(3) If you have chosen a DEFERRED payment schedule or would like to propose a DEFERRED payment schedule for the project, the total amount due for a specific year is shown in TABLE 3 according to the schedule in TABLE 1.

* If you have not provided a proposed payment date, the District sets a default invoice date of 60 days prior to start of the ISR phase.

If applicant selected Fee Deferral Schedule - Please select "Yes" from dropdown menu	Yes

TABLE 1 - PROJECT INFORMATION

Project Phase Name	ISR Phase	Start Date per Phase	Scheduled Payment Date*
Phase 1 - 11,700 SF and Truck Parking	1	7/1/25	Clean Fleet
Phase 1 - 11,700 SF and Truck Parking	2	1/1/26	07/31/2025
Phase 2 - 23,400 SF	3	7/1/28	Clean Fleet
Phase 2 - 23,400 SF	4	1/1/29	Clean Fleet
Phase 2 - 23,400 SF	5	4/1/29	07/31/2028
	6		
	7		
	8		
	9		
	10		
TOTAL (tons)			

TABLE 2 - No Fee Deferral Schedule (FDS)

Pollutant	Required Offsite Reductions (tons)
NOx	0.0000
PM10	0.0000
NOx	19.3820
PM10	7.1800
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.3728
PM10	1.1155
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	19.7548
PM10	8.2955

TABLE 2 - NO FDS

2025
0.0000
0.0000
19.3820
7.1800
0.0000
0.0000
0.0000
0.0000
0.3728
1.1155
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
19.7548
8.2955

TABLE 3 - APPROVED FEE DEFERRAL SCHEDULE (FDS) BY PAYMENT YEAR

2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
19.3820										
7.1800										
			0.3728							
			1.1155							
19.3820	0.0000	0.0000	0.3728	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
7.1800	0.0000	0.0000	1.1155	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
$181,221	$0	$0	$3,485	$0	$0	$0	$0	$0	$0	$0
$64,698	$0	$0	$10,051	$0	$0	$0	$0	$0	$0	$0
$9,836.76	$0.00	$0.00	$541.44	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
$255,755.76	$0.00	$0.00	$14,077.44	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
					$269,833.20					

Offsite Fee by Pollutant ($)		
	NOx	$184,706
	PM10	$74,749
Administrative Fee ($)		$10,378.20
Offsite Fee ($)		$259,455.00
Total Project Offsite Fee ($)		$269,833.20

Rule 9510 Fee Schedule ($/ton)		
Year	Nox	PM10
2025 and Beyond	$9,350	$9,011

Attachment 3

Calculation of Screening Level Health Risks

Construction Phase

Operational Phase

FIGURES

Spingolog Construction — Air Toxics Hot Spots Facility Prioritization Score Calculator

Applicability	Use to provide a Prioritization score for facility emissions according to Toxic Hot Spots guidelines. Entries required in yellow areas, output in gray areas.					
Author or updater	[illegible]		*Last Update*	[illegible]		
Facility:	Spingolo Warehouse + Parking Lot					
ID#:	Construction Phase Risk Screen					
Project #:	Based on 0.05 lbs/day x 82 days = 4.1 lbs/yr					
Data Entered by:						
Data Reviewed by:						
Location						
Construction Hours (6 months, 8 hrs/day)	**1,460.00**	**Stack Height m**	**46**			
	[illegible]					
Receptor Proximity and Proximity Factors	**Cancer Score**	**Non-Cancer Score**	**Facility Ranking Priority**	**Cancer Score**	**Non-Cancer Score**	**Facility Ranking Priority**
0< R<100 1.000	9.47E+00	8.42E-02	Medium	1.57E-01	1.40E-03	Medium
100≤R<250 0.250	2.37E+00	2.11E-02	Medium	1.57E-01	1.40E-03	Medium
250≤R<500 0.040	3.79E-01	3.37E-03	Low	1.42E-01	1.26E-03	Low
500≤R<1000 0.011	1.04E-01	9.27E-04	Low	6.30E-02	5.62E-04	Low
1000≤R<1500 0.003	2.84E-02	2.53E-04	Low	2.05E-02	1.83E-04	Low
1500≤R<2000 0.002	1.89E-02	1.68E-04	Low	1.04E-02	1.04E-02	Low
2000<R 0.001	9.47E-03	8.42E-05	Low	6.61E-03	6.61E-03	Low

Height Adjustment		<100m	<250m	<500m	<1000m	<1500m
<20m	60	1	0.25	0.04	0.011	0.003
20m<= <45m	9	1	0.85	0.22	0.064	0.018
=>45m	1	1	1	0.9	0.4	0.13

	Enter the unit's CAS# of the substances emitted and their amounts.					
Substance	**CAS#**	MW Correction	Annual Emissions (lbs/yr)	Maximum Hourly (lbs/hr)	Corrected Annual Emissions (lbs/yr)	Corrected Maximum Hourly (lbs/hr)
Diesel engine exhaust, particulate matter (Diesel PM)	9901	1.0000	4.10E+00		4.10E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00
					0.00E+00	0.00E+00