

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: Wong Engineers, Inc.

Project Title/File Number(s): PA-2300127 (A)

Project Description: An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed. There is an existing wireless communication site on the parcel that is not a part of this project. The site has direct access from North Newton Road with one driveway proposed.

The project site is located on the East side of North Newton Road, 1985 feet north of Cherokee Road, Stockton.

Assessor's Parcel No(s): 132-060-16

Acres: 4.85 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 72 trucks and 72 trailers, a 1,440 square foot mobile office, and two buildings totaling 15,225 square feet to be used for administration offices, a shop, and a warehouse.

Surrounding Land Uses:

North: Limited Industrial, CCT Railroad

South: Limited Industrial, General Industrial, Stockton Diverting Canal

East: Limited Industrial, General Commercial, Low Density Residential

West: City of Stockton, Limited Industrial, General Industrial, State Route 99, Oakmoore Golf Course

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 (April 1, 2026); staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application (Air Impact Assessment, February 26, 2024, San Joaquin Valley Air Pollution Control District). 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) or delete section if not applicable.

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

Yes No

Agency name(s): San Joaquin Valley 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.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination: (To be completed by the Lead Agency) On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: *Jessica Leal*
 Assistant Planner

Date 4/3/26

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.

ISSUES:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<u>I. Aesthetics.</u>					
Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a-c) The proposed project site is located on the west side of North Newton Road, 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 one oak tree that the applicant is proposing to remove as part of the proposed project. The removal of any oak trees will require replacement 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. Additionally, the Stockton Diverting Canal is located approximately .60 miles southwest 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 hours that will require working at night during parts of the year. The project will include lighting and will comply with the Lighting and Illumination requirements in the San Joaquin County Development Title Section 9-403. This section 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an

infiltration basin for storm water drainage are proposed.

- a-e) The project site is zoned I-L (Limited Industrial), and therefore is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is not under a Williamson Act contract. Additionally, the proposed uses may be conditionally permitted in the I-L zone with an approved Administrative Use Permit. Therefore, the project will not be converting prime farmland, nor will it conflict with the current zoning or 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 impact on forest land or timberland production. Additionally, the project 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 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

a-d) The San Joaquin Valley Air Pollution Control District (SJVAPCD) has been established by the State of California 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 January 11, 2024. On January 25, 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 February 8, 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 operate 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.

Additional requirements may include:

- Dust Control Plan – 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, 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. .

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 migration.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

a-f) A referral was sent to the San Joaquin Council of Governments (SJCOG) on January 11, 2024, for review. The SJCOG responded on January 17, 2024, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a-c) There are no known historical or archaeological resources on the site. Additionally, there are no known human remains located on the site. If any unique archaeological resources are discovered on the site during project construction, the site shall be treated in accordance with the provision 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 that 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 of 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 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a-b) The California Energy Code (also titled The Energy Efficiency Standards for Residential and Non-residential Buildings) was created by the California Building Standards Commission in response to a legislative mandate to reduce California's energy consumption. The code's purpose is to advance the state's energy policy, develop renewable energy sources and prepare for energy emergencies. 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
--	--------------------------------	--	------------------------------	-----------	---------------------------

VII. Geology And Soils.

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil and create direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- 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 a seismically active Northern California, the project area is susceptible to strong ground shaking during an earthquake, however, 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 a 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 western half of the proposed project is located on soil with high expansive potential. 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, the project requires a soil suitability and nitrate study that incorporates the proposed staff and customer use. This study will 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). Therefore, 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 paleontological 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?

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

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

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

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

a-b) Emissions of greenhouse gases (GHGs) contributing to global climate change area attributable in large part to human activities associated with the industrial, manufacturing, utility, transportation, residential, and agricultural sectors. Because of this, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city. An individual project's GHG emissions are a small portion relative to global emissions and its effects on global climate change; however, an individual project has the potential to 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.

The implementation of the project is expected to result in a cumulative increase in greenhouse gas (GHG) emissions. These emissions will primarily consist of carbon dioxide (CO₂), with smaller contributions from other GHG pollutants such as methane (CH₄) and nitrous oxide (N₂O). The sources of these emissions include area sources, mobile sources (e.g., vehicles), utility usage (electricity and natural gas), water consumption, wastewater generation, and solid waste disposal. Among these, mobile sources are anticipated to be the primary contributor to the project's overall GHG emissions. GHG emissions are typically measured in metric tons of carbon dioxide equivalent per year (MTCO₂e/yr).

As previously noted, the project will be subject to the rules and regulations of the San Joaquin Valley Air Pollution Control District (SJVAPCD). SJVAPCD has adopted two key guidance documents: 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. These documents advocate the use of performance-based standards, referred to as Best Performance Standards (BPS), to evaluate the significance of a project's GHG emissions in the context of global climate change, as required under the California Environmental Quality Act (CEQA). To be deemed as having a less-than-significant individual and cumulative impact on GHG emissions, a project must incorporate BPS sufficient to achieve at least a 29% reduction in emissions compared to Business-As-Usual (BAU) levels. The SJVAPCD defines BAU as projected emissions based on a 2002–2004 baseline. If the project's use of BPS alone does not meet this 29% reduction threshold, additional project-specific mitigation measures must be implemented to demonstrate a combined reduction of at least 29%. Potential GHG mitigation strategies may include but are not limited to the installation of on-site renewable energy systems (e.g., solar photovoltaic), electric vehicle charging infrastructure, use of alternative-fueled vehicles, exceeding Title 24 energy efficiency standards, implementation of energy-efficient lighting and HVAC systems, drought-tolerant landscaping and efficient irrigation systems, and

installation of low-flow plumbing fixtures.

It is important to note that neither the SJVAPCD nor the County currently provide specific project-level thresholds for construction-related GHG emissions. As construction emissions are typically short-term and occur only once during the life of the project, they are generally not considered to make a significant contribution to long-term global climate change.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
--	--------------------------------	--	------------------------------	-----------	---------------------------

IX. Hazards and Hazardous Materials.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

a-c) According to the Hazardous Materials Disclosure Survey submitted with the application, the project is not anticipated to involve the use or storage of hazardous materials on-site. As a result, the potential risk associated

with transportation or use of hazardous materials is considered 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 significant hazards 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 six 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 Newton Road, which has a local classification of major collector road, defined as two lane undivided roads with intersections at grade¹. They provide principal access to local residential, commercial, and industrial roads and direct traffic to arterial and minor arterial roads¹. This includes residential, commercial, industrial, and rural roads. All work and work equipment will be on site with no interference with 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 12 per day, as stated by the applicant in the application. The Department of Public Works determined that the project must execute an Irrevocable Offer to Dedicate Road to result in a 42-foot-wide right-of-way from the centerline of Newton Road to the property line across the parcel's frontage. 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 projects development is confined to a private parcel of land and not in the roadway. Additionally, the project does not require the modification of the geometric design of the road. Therefore, the project will not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Furthermore, the project located just outside 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 DF-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.

¹ United States Department of Transportation, Federal Highway Administration. February 2023. *Highway Functional Classification: Concepts, Criteria, and Procedures*. Section 3.1.4 (Major and Minor Collectors, pg. 16-17).

X. Hydrology and Water Quality.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

a-b, e) 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 AH 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 .54 miles northeast of the Stockton Diverting Canal. The proposed project is approximately .74 miles southeast of the Calaveras River. The proposed project is not anticipated 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 not currently located within a Federal Emergency Management Agency Designated Flood Hazard Area, designated as zone AH. The Department of Public Works has indicated the 100-year Flood Elevation will be approximately 29-feet. The project is not located within a tsunami or seiche zone. A referral was sent out to the Department of Public Works, Flood Control Division on January 11, 2024. In a letter dated January 11, 2024, the Department of Public Works confirmed that the site is not in a flood hazard area. However, they have conditioned the project to require that prior to the release of building permits, all new construction and the substantial improvements of any structure or tanks in the areas of special flood hazard, shall be elevated or floodproofed in accordance with all applicable San Joaquin County Ordinances pertaining to flood control. As a result, impacts related to flooding are anticipated 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
--	--------------------------------	--	------------------------------	-----------	---------------------------

XI. Land Use and Planning.

Would the project:

- | | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a-b) The project is located within the Sphere of Influence of the City of Stockton, 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 already established community. The nearest residence is located approximately 90 feet south of the proposed project site on APN 132-060-06. This residence is considered legal nonconforming as it is located in the I-L (Limited Industrial). The adjacent parcel APN 132-060-02 to the north is zoned I-L (Limited Industrial) and is developed with a precast facility. There are two parcels located to the west of the proposed project: APN 132-070-09 zoned I-L (Limited Industrial) with no development and APN 132-070-20 zoned I-G (General Industrial) developed with an online salvage vehicle auction house.

The proposed uses are permitted in the I-L (Limited Industrial) zone with an approved Administrative Use Permit. The zoning and underlying General Plan designation of I/L (Limited Industrial) will remain the same if the project is approved. The surrounding land use consists of storage, warehouse, and distribution facilities which are low-intensity, non-residential uses. Furthermore, the proposed project will have a less than significant impact on the surrounding parcels, the implementation of the recommended conditions of approval and will not exert premature development pressure on adjacent properties. Therefore, the proposed project is not considered growth-inducing. Moreover, it will not conflict with existing or planned land uses, nor will it establish a significant precedent for future development. The project is consistent with all applicable County adopted plans, including Master plans, Specific Plans, and Special Purpose Plans. As such, it is expected to result in a less than significant impact with respect 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a-b) San Joaquin County designates Mineral Resource Zones (MRZ) based on classifications by the State Division of Mines and Geology, which identify areas with significant mineral deposits. The project site is located within an MRZ-1 zone, indicating that adequate information shows no significant mineral resources are present.

No mining activity currently exists on or near the site, and the surrounding area is developed with industrial commercial uses. The proposed project does not involve mining and will not interfere with the availability of any known mineral resources or designated mineral resource recovery sites. Therefore, the project is expected to have a less than significant impact on mineral resources 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive ground borne vibration or ground borne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) For a project within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a) The truck operations will be from 8 AM to 5 PM, five days per week and 8 AM to 12 PM the remaining two days. 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 occurs no earlier than 6:00 AM. and no later than 9:00 P.M. The proposed project would be subject to these Development Title standards. Therefore, the noise impacts from the proposed project are expected to be less than significant.
- b) The project does not involve any activities that would generate excessive ground-borne vibrations or elevated noise levels. While grading and paving equipment will temporarily increase ambient noise levels in the area, these effects are expected to be short-term. According to Development Title Section 9-404.060, construction is permitted on weekdays between 6:00 a.m. and 9:00 p.m. Limiting construction to these hours will minimize noise-related impacts, reducing them to less than significant levels. Therefore, the project is expected to result in less than significant impacts related to ground-borne vibrations or ground-borne noise.

The project site falls within two noise contours, one for State Route 99 and one for Newton Road. The nearest residence is 90 feet south of the project site, within the State Route 99 contour. As a result, the proposed project's noise impacts are anticipated to be less than significant.

- b) 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a-b) The proposed project will not affect the location, distribution, density, or growth rate of the local population. It does not include any residential development within the project boundaries and is intended to serve the existing residential community in the area. As such, the project is not expected to induce substantial unplanned population growth. Furthermore, the site is currently vacant and undeveloped. The project will not displace any existing residents or alter the supply of existing or proposed housing in the vicinity. Therefore, the project's impact on population and housing is considered less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
--------------------------------------	---	------------------------------------	--------------	---------------------------------

XV. Public Services.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

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

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a) The project site is within the Waterloo-Morada 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. 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?

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

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

a) The proposed project is not expected to substantially increase the use of existing neighborhoods or regional parks, as it does not involve the development of housing or an increase in the local population. Additionally, the project does not include the construction of new recreational facilities, nor does it require the expansion of existing ones that could result in adverse physical effects on the environment. Therefore, the project is not anticipated to have any significant impact on recreational facilities.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
--------------------------------------	---	------------------------------------	--------------	---------------------------------

XVII. Transportation.

Would the project:

- | | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a) There are no proposed or planned transit, roadways, bicycle, or pedestrian facilities within the project area. Therefore, a less than significant impact will occur when it comes to conflicts with programs plans, ordinances, or policies addressing the circulation system.
- b) The project site is located on North Newton Road, which is classified as a major collector. major collector road, defined as two lane undivided roads with intersections at grade¹. They provide principal access to local residential, commercial, and industrial roads and direct traffic to arterial and minor arterial roads¹. This includes residential, commercial, industrial, and rural roads. All work and work equipment will be on site with no interference with traffic.

For VMT forecasting, the San Joaquin County Transportation Analysis Guidelines (September 2020, page 5) states that VMT is only relevant for daily automobile travel. As this project is a truck parking facility and due to the proximity to Interstate 5 and existing industrial facilities, it is expected to have an insignificant impact on VMT. This project synergizes well with other truck facilities in the area and provides direct access to State Route 99 and other major distribution centers in the area, decreasing the need for trucks to travel further to find adequate parking and resting facilities. Thus, the project will no conflict or be inconsistent with CEQA Guidelines section 15064.3(b).

- c) The project site has direct access from North Newton Road, which is a relatively flat road. Newton Road has an existing and planned right-of-way width of 80-84 feet. However, no changes are being made for the layout of Newton Road for the sake of this project. Therefore, the project will have a less than significant impact on increased hazards due to geometric design.
- d) The project proposes access from a driveway along North Newton Road. Although the project has frontage along South El Dorado Street, no access is proposed along this roadway. The project referral was sent to the San Joaquin County Sheriff's Office, and the Waterloo-Morada Fire District for review on January 11, 2024, neither agency provided a response. As a result, the proposed access driveway will provide adequate access for emergency

equipment to the site.

¹ United States Department of Transportation, Federal Highway Administration. February 2023. *Highway Functional Classification: Concepts, Criteria, and Procedures*. Section 3.1.4 (Major and Minor Collectors, pg. 16-17).

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

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

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

a) On January 11, 2024, referrals were sent to United Auburn Indian Community, California Valley Miwok Tribe, California Tribal TANF Partnership, North Valley Yokuts Tribe, and Buena Vista Rancheria for review. A response was received by the United Auburn Indian Community on January 12, 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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
--	--------------------------------	--	------------------------------	-----------	---------------------------

XIX. Utilities and Service Systems.

Would the project:

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

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a-e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a-d) 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?

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

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

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

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

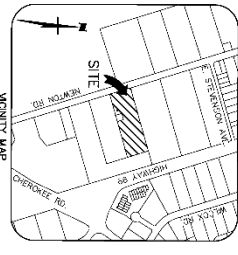
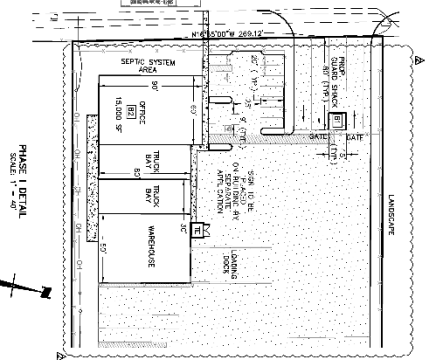
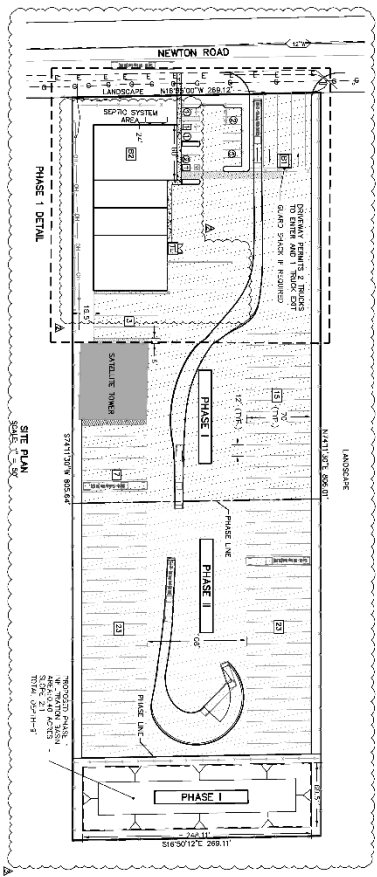
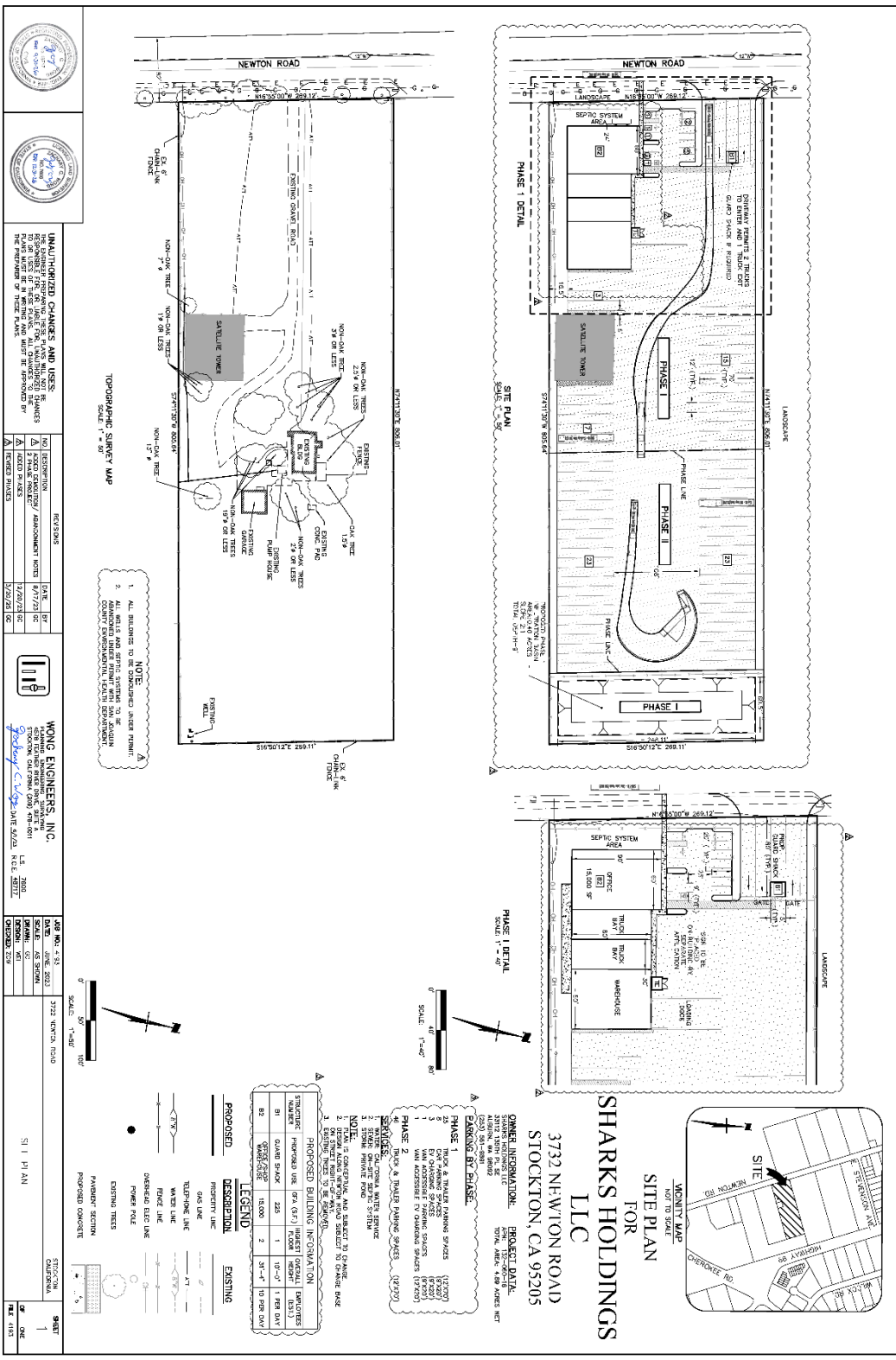
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------

Impact Discussion:

An Administrative Use Permit application to establish a truck terminal in two phases over five years. Phase 1 to be completed in three years will include the demolition of existing buildings, a 1,440 square foot mobile office, a 225 square foot guard shack, and 72 parking spaces for 72 trucks and 72 trailers. Phase 2 to be completed within five years will include a 15,000 square foot office, shop, and warehouse, and the removal of the mobile office. Water service will be provided by California Water service. A private on-site septic system for wastewater, and an infiltration basin for storm water drainage are proposed.

- a) The project site is in an area where other industrial uses with disturbed and developed sites, rather than in undisturbed natural habitats. As such, it does not support sensitive plant or animal communities, rare or endangered species, or critical habitat.
- b) Although the project may result in localized environmental impacts, these impacts are limited in scope and duration and are not expected to contribute significantly to cumulative environmental degradation in the area. The project is consistent with land use and zoning plans, and similar uses have been established nearby. Therefore, the project's cumulative impacts will have a less than significant impact.
- c) The project does not involve activities that pose a substantial risk to public health or safety. Construction and operational activities will be subject to existing regulatory standards related to air quality, noise, and traffic safety. Furthermore, truck parking facilities typically serve existing freight routes and reduce the need for illegal or unpermitted truck parking in nearby communities, potentially improving public safety and roadway efficiency. With adherence to applicable regulations and implementation of best management practices, the project is not expected to cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the impacts will be less than significant.

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



SHARKS HOLDINGS LLC
 FOR
SITE PLAN

3732 NEWTON ROAD
 STOCKTON, CA 95205

OWNER INFORMATION: PROJECT DATA:
 3732 NEWTON RD
 STOCKTON, CA 95205
 TOTAL AREA: 1.08 ACRES NET

PHASE 1
 TRUCK & TRUCKER PARKING SPACES (12/2007)
 15' CHANGING SPACES (8/2007)
 15' WAREHOUSE (8/2007)
 15' OFFICE (8/2007)
 15' TRUCK BAY (8/2007)
 15' ACCESSIBLE TO CHANGING SPACES (12/2007)

PHASE 2
 15' PHASE 2 BUILT UPON EXISTING SPACES (12/2007)

PHASE 3
 15' PHASE 3 BUILT UPON EXISTING SPACES (12/2007)

PROPOSED BUILDING INFORMATION

NO.	DESCRIPTION	PROPOSED USE	AREA (SQ. FT.)	PERMITS
01	TRUCK & TRUCKER PARKING SPACES	TRUCK & TRUCKER PARKING	15,000	1 PER DAY
02	CHANGING SPACES	CHANGING SPACES	15,000	1 PER DAY
03	WAREHOUSE	WAREHOUSE	15,000	1 PER DAY
04	OFFICE	OFFICE	15,000	1 PER DAY
05	TRUCK BAY	TRUCK BAY	15,000	1 PER DAY

LEGEND

DESCRIPTION	EXISTING
PROPERTY LINE	---
DATA LINE	---
WATER LINE	---
SEWER LINE	---
POWER LINE	---
EXISTING TREES	○
PROPOSED CONCRETE	■

UNAPPROVED CHANGES AND USES:

NO.	DESCRIPTION	DATE	BY
1	PHASE 1 DETAIL	12/20/21	SC
2	PHASE 2 DETAIL	12/20/21	SC
3	PHASE 3 DETAIL	12/20/21	SC

WONG ENGINEERS, INC.
 1500 WASHINGTON STREET, SUITE 200
 STOCKTON, CALIFORNIA 95210
 TEL: 209.477.8877

DATE: APRIL 2023
SCALE: AS SHOWN
PROJECT NO.: 23001
PROJECT NAME: 3732 NEWTON ROAD

SHEET 1 OF 1



TOPOGRAPHIC SURVEY MAP
 SCALE: 1" = 30'

NOTE:
 1. ALL BUILDINGS TO BE CONSIDERED UNDER PERMIT.
 2. DIMENSIONS SHOWN REPRESENT DIMENSIONS OF EXISTING CONCRETE FOUNDATION, EXCEPT AS NOTED.

UNAPPROVED CHANGES AND USES:

NO.	DESCRIPTION	DATE	BY
1	PHASE 1 DETAIL	12/20/21	SC
2	PHASE 2 DETAIL	12/20/21	SC
3	PHASE 3 DETAIL	12/20/21	SC

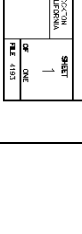


TOPOGRAPHIC SURVEY MAP
 SCALE: 1" = 30'

NOTE:
 1. ALL BUILDINGS TO BE CONSIDERED UNDER PERMIT.
 2. DIMENSIONS SHOWN REPRESENT DIMENSIONS OF EXISTING CONCRETE FOUNDATION, EXCEPT AS NOTED.

UNAPPROVED CHANGES AND USES:

NO.	DESCRIPTION	DATE	BY
1	PHASE 1 DETAIL	12/20/21	SC
2	PHASE 2 DETAIL	12/20/21	SC
3	PHASE 3 DETAIL	12/20/21	SC



TOPOGRAPHIC SURVEY MAP
 SCALE: 1" = 30'

NOTE:
 1. ALL BUILDINGS TO BE CONSIDERED UNDER PERMIT.
 2. DIMENSIONS SHOWN REPRESENT DIMENSIONS OF EXISTING CONCRETE FOUNDATION, EXCEPT AS NOTED.

Mitigation Monitoring Reporting Plan-PA-2300127 (A) March 17, 2026

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.			



February 8, 2024

Sukhvir Singh Mally
Sharks Holding LLC
33112 135th PI SE
Auburn, WA 98092

Re: Air Impact Assessment (AIA) Application Approval
ISR Project Number: C-20240004
Land Use Agency: San Joaquin County
Land Use Agency ID Number: PA-2300127

Dear Mr. Mally:

The San Joaquin Valley Air Pollution Control District (District) has approved your Air Impact Assessment (AIA) for the Shark Holdings Inc. project, located at 3732 Newton Road in Stockton, California. The project consists of the development of a truck and trailer storage yard with 72 parking spaces for trucks and trailers. The District has determined that the mitigated baseline emissions for construction and operation will be less than two tons NOx per year and two tons PM10 per year. Pursuant to District Rule 9510 Section 4.3, this project is exempt from the requirements of Section 6.0 (General Mitigation Requirements) and Section 7.0 (Off-site Emission Reduction Fee Calculations and Fee Schedules) of the rule. As such, the District has determined that this project complies with the emission reduction requirements of District Rule 9510 and is not subject to payment of off-site fees. The determination is based on the project construction details provided with the application. Changes in the construction details may result in increased project related emissions and loss of this exemption.

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)
- An approved Monitoring and Reporting Schedule
- An invoice for the project processing fees

Please be advised that payment of the attached invoice is due within 60 days.

In addition, to maintain this exemption you must comply with all mitigation measures identified in the enclosed Monitoring and Reporting Schedule. Please notify the District of

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.healthyliving.com

Mr. Mally
Page 2

any changes to the project as identified in the approved Air Impact Assessment for this project.

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.

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

Mr. Mally
Page 3

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. Dylan C Casares by telephone at (559) 230-6574 or by email at dylan.casares@valleyair.org.

Sincerely,

Brian Clements
Director of Permit Services



For: Mark Montelongo
Program Manager

Enclosures

cc: David Niskanen
J.B. Anderson Land Use Planning
139 South Stockton Avenue
Ripon, CA 95366
david@jbandersonplanning.com

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

Project Name:	SHARK HOLDINGS INC.
Applicant Name:	SHARKS HOLDING LLC
Project Location:	3732 NEWTON ROAD
	APN(s): 132-060-16
Project Description:	LAND USE: Other - 5 Acres - Other Other - 5 Acres - Other Other - 5 Acres - Other ACREAGE: 4.89
ISR Project ID Number:	C-20240004
Applicant ID Number:	C-303889
Permitting Public Agency:	COUNTY OF SAN JOAQUIN
Public Agency Permit No.	PA-2300127

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 and Operation - Exempt from Off-site Fee	For each project phase, within 30-days of issuance of the first certificate of occupancy, if applicable, submit to the District a summary report of the construction start, and end dates, and the date of issuance of the first certificate of occupancy. Otherwise, submit to the District a summary report of the construction start and end dates within 30-days of the end of each phase of construction.	(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
4/8/2024

Amount Due
\$ 153.40

Amount Enclosed

ISR APPN C20240004
303889 C358857 2/8/2024

SHARKS HOLDING LLC
33112 135TH PL SE
AUBURN, CA 98092

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

Applicant ID
C303889

Invoice Date
2/8/2024

Invoice Number
C358857

Invoice Type
ISR Project: C20240004

SHARKS HOLDING LLC
33112 135TH PL SE
AUBURN, WA 98092

PROJECT NUMBER: 20240004 (SHARK HOLDINGS INC.)

APPLICATION FILING FEES	\$ 841.00
PROCESSING TIME FEES	\$ 153.40
TOTAL FEES	\$ 994.40
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.)	\$ 153.40

San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Avenue, Fresno, CA 93726-0244, (559) 230-6020, Fax (559) 230-6061

San Joaquin Valley Air Pollution Control District

Invoice Detail

Applicant ID: C303889

SHARKS HOLDING LLC
33112 135TH PL SE
AUBURN, WA 98092

Invoice Nbr: C358857
Invoice Date: 2/8/2024
Page: 1

Project Name: SHARK HOLDINGS INC.

Application Filing Fees

Project Nbr	Description	Application Fee
C20240004	ISR Application Evaluation Fee	\$ 841.00
Total Application Filing Fees:		\$ 841.00

Processing Time Fees

Project Nbr	Quantity	Rate	Description	Fee
C20240004	8.8 hours	\$ 113.00 /h	Standard Processing Time	\$ 994.40
			Less Credit For Application Filing Fees	(\$ 841.00)
			Standard Processing Time SubTotal	\$ 153.40
Total Processing Time Fees:				\$ 153.40