

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: MAHIL, LAKHBIR SINGH

PROJECT TITLE/FILE NUMBER(S): PA-1600170

PROJECT DESCRIPTION: A Site Approval application to expand an existing truck parking facility currently approved for a maximum of 10 trucks and 10 trailers in 2 phases over 5 years. Phase 1 includes grading and adding gravel for parking 52 additional trucks and 52 additional trailers. Phase 2 includes construction of a 5,400 square foot cross dock warehouse for storage and sorting of materials. STAA trucks will be included in the operation. Access to the site is from E. Mariposa Road, with 2 driveways for the trucking operation. The operation will continue to utilize onsite well and septic system. An expanded retention pond is proposed. (Use Type: Truck Sales and Services – Parking).

The project site is located on the south side of E. Mariposa Road, 300 feet south of E. Carpenter Road , east of Stockton.

ASSESSORS PARCEL NO(S): 179-160-20

ACRES: 4.00 acres

GENERAL PLAN: I/L

ZONING: I-W

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
A 6,300 square foot warehouse for trucking use and one existing residence.

SURROUNDING LAND USES:

- NORTH:** General Industrial uses and some residences
- SOUTH:** Agricultural with scattered residences
- EAST:** General Industrial uses and agricultural with scattered residences
- WEST:** Residential

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:

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

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

TRIBAL CULTURAL RESOURCES:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No

GENERAL CONSIDERATIONS:

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

Yes No

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

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

Yes No

Agency name(s):

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.

Alisa Goulart
Signature

1-6-2023
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

I. AESTHETICS.

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

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

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

The project site is located on E. Mariposa in a generally flat area, surrounded by industrial development, residences, and agriculture. It is currently the site of a truck parking facility and a residence and garage. The project would expand the truck parking for 52 additional trucks and trailers and add a 5,400 square foot cross dock warehouse. There are no resources in the vicinity that are considered scenic. Therefore, the project would have a less-than-significant impact associated with scenic vistas.

- b) There are two officially designated state scenic highways in San Joaquin County: I-580 and I-5 (County of San Joaquin 2035). Due to the project site's distance from both highways, the project site is not visible from I-580 or I-5.

In addition, the County has designated 26 roadways within the County as local scenic routes (County of San Joaquin 2035). The project site is not located in the vicinity of any of the designated roadways therefore, the project would have a less-than-significant impact associated with scenic resources within a state- or locally-designated scenic highway.

- c) The project site is located in a generally flat area and is surrounded by industrial uses, residences, and agriculture. The project includes the addition of parking for 52 trucks and trailers and construction of a 5,400 square foot warehouse on a site that is already used for truck parking. The site is surrounded by other industrial uses. Therefore, the project would have a less-than-significant impact associated with the existing visual quality or character of the site or its surroundings.

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

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

II. AGRICULTURE AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a) The project parcel is designated as Urban and Built-up Land on maps provided by the California Department of Conservation's Farmland Mapping and Monitoring Program. Therefore, the project would have no impact associated with Prime Farmland, Unique Farmland, or Farmland of State Importance conversion.
- b) The project site is zoned I-W (Industrial Warehouse) which permits truck parking with an approved land use permit and the parcel is not under a Williamson Act contract. Therefore, the project will not conflict with existing zoning or a Williamson Act contract.
- c-d) There are no forest resources or zoning for forestlands or timberland, as defined by Public Resources Code and Government Code, located on or near the project site, therefore, the project will have no impact on corresponding zoning

or conversion of such land.

- e) The proposed project, an expansion of a truck parking facility, does not conflict with any existing uses as the zoning and General Plan designations will remain the same. Therefore, the project would have no impact on farmland and forest land conversion.

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

Impact Discussion:

- a-d) The proposed project is the expansion of an existing truck parking facility with the addition of parking for 52 trucks and 52 trailers in 2 phases over 5 years. Phase 1 includes grading and paving for the added truck and trailer parking. Phase 2 includes construction of a 5,400 square foot warehouse. The project site is located within the San Joaquin Valley Air Basin which lies within the jurisdiction of the San Joaquin Valley Air Pollution Control District (APCD). APCD is the local agency established by the State to regulate air quality sources and minimize air pollution.

The project was referred to APCD for review on March 16, 2018, and again on August 24, 2021. APCD issued a response dated December 15, 2021 stating that a more detailed preliminary review was needed to determine if the project specific annual emissions from construction or operational emissions of criteria pollutants are expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (Sox), 15 tons per year of particulate matter of 10 microns or less in size (PA10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

District Rule 9510 is intended to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into development projects; if clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions. Pursuant to the APCD, the project has been determined to be subject to District Rule 9510 because it will receive a project-level approval from a public agency and will equal or exceed 2,000 square feet of commercial space. When subject to the rule, an Air Impact Assessment (AIA) application is required prior to applying for project-level approval from a public agency.

The applicant submitted a completed Air Impact Assessment to APCD on March 3, 2022. Upon review, APCD determined that the mitigated baseline emissions for construction and operation will be less than 2 tons NOx per year and 2 tons PM10 per year. Pursuant to District Rule 9510 Section 4.3, the project is declared 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.

District Rules and Regulations are intended to reduce a project's impacts on air quality through compliance with regulatory requirements. APCD District Rules 2010 and 2201 related to stationary source emissions including any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive

emission. Prior to commencing construction on any permit-required equipment or process, a finalized Authority to Construct must be issued to the project proponent to determine the estimated number of emission units produced by the project.

With implementation of the District Rules' requirements and implementation of recommendations, the project's impact on air quality is expected to be less than significant.

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

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

a) The California Department of Fish and Wildlife Natural Diversity Database lists *Buteo Swainsoni* (Swainson's hawk), *Athene cunicularia* (burrowing owl), *Elanus leucurus* (white tailed kite), and *Delphinium recurvatum* (recurved larkspur) as rare, endangered, or threatened species or habitat located on or near the site for the proposed project. Referrals have been sent to the San Joaquin Council of Governments (SJCOG), the agency responsible for verifying the correct implementation of the *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan* (SJMSCP), which 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. Pursuant to the Final EIR/EIS for SJMSCP, dated November 15, 2000, and certified by SJCOG on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant.

SJCOG responded to this project referral in a letter dated April 6, 2018, that the project is subject to the SJMSCP. The applicant has confirmed that he will participate in SJMSCP. With the applicant's participation, the proposed project is consistent with the SJMSCP and any impacts to biological resources resulting from the proposed project will be reduced to a level of less-than-significant.

- b-c) The subject property has no riparian habitat or wetlands located within its boundaries, therefore the proposed project, an expansion of an existing winery, will not have an impact on riparian habitat or wetlands.
- d-f) This application, for the expansion of a truck parking facility, will be conditioned to participate in the SJMSCP. The applicant has confirmed his intention to participate in the SJMSCP, therefore, any impacts to biological resources resulting from the proposed project will be reduced to a level of 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-b) The proposed project is the expansion of an existing truck parking facility to add parking for 54 trucks and trailers and construction of a 5,400 square foot warehouse. All development is proposed within existing disturbed areas. As a result, no impact on cultural resources is anticipated. Should human remains be discovered during any ground disturbing activities, all work shall stop immediately in the vicinity (e.g. 100 feet) of the finds until they can be verified. The County coroner shall be immediately contacted in accordance with Health and Safety Code section 7050.5(b). Protocol and requirements outlined in Health and Safety Code sections 7050.5(b) and 7050.5(c) as well as Public Resources Code section 5097.98 shall be followed.
- c) In the event human remains are encountered during any portion 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 manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation (California Health and Safety Code - Section 7050.5). In this way, any disturbance to human remains will be reduced to less than significant.

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

VI. ENERGY.

Would the project:

- | | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

- a-b) The California Energy Code (also titled The Energy Efficiency Standards for Residential and Non-residential Buildings) was created by the California Building Standards Commission in response to a legislative mandate to reduce California's energy consumption. The code's purpose is to advance the state's energy policy, develop renewable energy sources and prepare for energy emergencies. The code includes energy conservation standards applicable to most buildings throughout California. These requirements will be applicable to the proposed project ensuring that any impact to the environment due to wasteful, inefficient, or unnecessary consumption of energy will be less than significant and preventing any conflict with state or local plans for energy efficiency and renewable energy.

VII. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil and create direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

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

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

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

- b) The project would not result in substantial soil erosion or the loss of topsoil because the project will require a grading permit in conjunction with a building permit. Therefore, the grading will be done under permit and inspection by the San Joaquin County Community Development Department's Building Division. As a result, impacts to soil erosion or loss of topsoil will be less than significant.
- c) As part of the project design process, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. As a result of these grading recommendations, which are required by the California Building Code (CBC), the project would not be susceptible to the effects of any potential lateral spreading, subsidence, or liquefaction. Compliance with the CBC and the engineering recommendations in the site-specific soils report would ensure structural integrity in the event of seismic-related issues at the project site. Therefore, impacts associated with unstable geologic units are expected to be less than significant.
- d) Expansive soils are characterized by their potential shrink/swell behavior. The Soil Survey of San Joaquin County classifies the project site soil as having a high potential for expansion. As a result, engineering specifications to reduce the potential for damage to the planned structures, required by the California Building Code (CBC) specifically for expansive soil, will ensure that the effects of expansive soil on the project buildings are less than significant.
- e) The project site is developed with a truck parking facility that is currently served by an onsite septic tank for the disposal of wastewater. The expansion includes the addition of one warehouse which is not planned to be connected to the sewage disposal system. As a result, impacts to soils from wastewater are expected to be less than significant.
- f) As a result of grading, the project site has been subject to extensive disturbance and significant historic or prehistoric archeological artifacts have not been discovered. Therefore, damage to unique paleontological resources or sites or geologic features is 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

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:

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

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

As noted previously, the proposed project will be subject to the rules and regulations of the SJVAPCD. The SJVAPCD has adopted the *Guidance for Valley Land- use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* and the *District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*.¹¹ The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. To be determined to have a less-than-significant individual and cumulative impact with regard to GHG emissions, projects must include BPS sufficient to reduce GHG emissions by 29 percent when compared to Business As Usual (BAU) GHG emissions. Per the SJVAPCD, BAU is defined as projected emissions for the 2002-2004 baseline period. Projects which do not achieve a 29 percent reduction from BAU levels with BPS alone are required to quantify additional project-specific reductions demonstrating a combined reduction of 29 percent. Potential mitigation measures may include, but not limited to: on-site renewable energy (e.g. solar photovoltaic systems), electric vehicle charging stations, the use of alternative-fueled vehicles, exceeding Title 24 energy efficiency standards, the installation of energy-efficient lighting and control systems, the installation of energy-efficient mechanical systems, the installation of drought-tolerant landscaping, efficient irrigation systems, and the use of low-flow plumbing fixtures.

It should be noted that neither the SJVAPCD nor the County provide project-level thresholds for construction-related GHG emissions. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. As such, the analysis herein is limited to discussion of long-term operational GHG emissions.

¹¹ 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-c) The proposed project is an expansion of an existing truck parking facility that includes parking an additional 54 trucks and trailers and the construction of a 5,400 square foot warehouse. Pursuant to the Hazardous Materials Disclosure Survey submitted with the application, the facility does not handle or store hazardous materials on site. However, if that was to change, before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) and must comply with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. In this way, impacts related to the use, transport, or disposal of hazardous materials are expected to be less than significant.
- d) The project site is not listed as a hazardous materials site on the California Department of Toxic Substances Control EnviroStor database map, compiled pursuant to Government Code 65962.5 and, therefore, will not result in creating a significant hazard to the public or the environment.
- e) The project site is located within the Traffic Pattern Zone (TPZ) for the Stockton Metropolitan Airport. The nearest runway is located approximately 2.3 miles west of the project site. The project was referred to the Airport Land Use

Commission (ALUC) on March 16, 2018. In a letter dated April 10, 2018, the ALUC responded that the project is compatible with the 2018 San Joaquin County Airport Land Use Compatibility Plan. Additionally, pursuant to the San Joaquin Airport Land Use Compatibility Plan, dated January 2018, the project site is located outside of the airport's noise exposure contours for both major and marginal effects. Therefore, the project's risk of exposing people residing or working in the project area to safety hazards or excessive noise is less than significant.

- f) The project site is located east of the city of Stockton. Pursuant to the San Joaquin County Emergency Services emergency evacuation plans, the main routes for evacuation for the project site are State Route 99 and State Route 88. The project is an expansion to an existing truck parking facility with the addition of parking for 54 seasonal trailers that will be stored on site out of season and will not be onsite in season. Therefore, the project will not interfere with access to either main evacuation routes and is not expected to generate a significant amount of traffic which would create traffic congestion that would interfere with the execution of an emergency plan.
- e) The project location is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

X. HYDROLOGY AND WATER QUALITY.

Would the project:

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

Impact Discussion:

- a) The proposed project would expand an existing truck parking facility with parking for an additional 54 trucks and trailers and construction of a 5,400 square foot warehouse. The warehouse will not be connected to public water or wastewater systems. Storm water runoff will continue to be retained in a retention basin that will be enlarged for the project expansion. Required retention basin capacity will be calculated and submitted along with a drainage plan prepared and signed by a registered engineer for review and approval by the Department of Public Works prior to release of building permits. Additionally, developers are required to submit a drainage report for all development projects. The report must be submitted for review at the time of submission of grading/drainage plans.

Additionally, the project will be subject to the Central Valley Regional Water Quality Control Board's (CVRWQCB) rules and regulations to mitigate for any impacts to surface and ground water. Therefore, compliance with the rules and regulations of the Public Works Department and the CVRWQCB will ensure any impacts associated with water quality standards, waste discharge requirements, and surface water or groundwater quality would be reduced to less than significant.

- b) The proposed project, an expansion to an existing truck parking facility to result in additional paving and a 5,400 square foot warehouse will result in an increase in impervious surface area on the project site of approximately 10,000 square feet. However, approximately one-half of the 4-acre project parcel will remain pervious to allow continued filtration of water into groundwater. The project will use water from an existing onsite well. The project will not result in a significant increase in water use from the groundwater basin because the project is not a heavy water use type. Therefore, the project's impact on the depletion of sustainable groundwater is expected to be less than significant.
- c) The construction of the proposed project would result in grading and soil-disturbing activities and the installation of new impervious surfaces. A grading permit will be required which requires plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan must show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the California Building Code (CBC). The plans must also show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the CDC. Additionally, the developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Required retention basin capacity must be calculated and submitted along with a drainage plan for review and approval, prior to release of a building permit. In this way, any impacts to the existing drainage pattern of the site will be less than significant.
- d) The project site is not in a tsunami, seiche, or flood zone. Therefore, there is no risk of release of pollutants due to inundation of the project site.
- e) Because construction sites are capable of affecting water, the applicant will apply for permits from the Central Valley Regional Water Quality Control Board (CVRWQCB) to protect surface and groundwater on site and to insure that the project doesn't conflict or obstruct a water quality control plan or sustainable groundwater management plan.

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

XI. LAND USE AND PLANNING.

Would the project:

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

Impact Discussion:

- a) This proposed project is an expansion of an existing truck parking facility. The project does not include construction of any feature that would impair mobility within an existing community, nor does it include removal of a means of access between a community and outlying area. Currently, the project site is not used as a connection between established communities. Instead, connectivity with the area surrounding the project is facilitated via local roadways. Therefore, the project will not result in dividing an established community.
- b) The project site has a General Plan Designation of I/L (Limited Industrial) and is zoned I-W (Industrial Warehouse). Truck parking is a permitted use in the I-W zone with an approved Site Approval application. Therefore, the proposed project is consistent with all land use policies and regulations of the County Development Code and 2035 General Plan, therefore, the project's impact on the environment due to land use conflict is expected to be less than significant.

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

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:

a-b) Pursuant to the San Joaquin County General Plan Background Report, Chapter 10-Mineral Resources, the primary extractive resource in San Joaquin County is sand and gravel, with the principal areas of sand and gravel extraction located in the southwestern part of the county and along the Mokelumne, Calaveras, and Stanislaus rivers in the eastern portion of the county. The project site is located approximately 6 miles south of the Calaveras River, the nearest of the 3 rivers mentioned. Additionally, the State Mining and Geology Board has classified the project site as Mineral Resource Zone-1 which is defined as areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. Therefore, the project will not result in the loss of mineral resources or mineral resource recovery sites within the region.

	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 groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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:

- a) The project site is located on E. Mariposa Road, east of the City of Stockton, and is currently developed with a truck parking facility. The project proposes additional parking for 54 trucks and trailers and construction of a 5,400 square foot warehouse. The noise from the operation of the existing facility may be slightly increased with the additional operations related to the seasonal trailer parking. In addition, the project will result in a temporary increase in ambient noise level associated with project construction activities to include grading and use of heavy machinery and equipment. Additionally, a 6-foot high solid block wall will be installed along 200 feet of the north property line to screen and reduce noise for the residences north of the project site. Because the project will continue to be required to comply with the county noise ordinance, the project is not expected to have a significant impact resulting from noise.
- b) The proposed project does not include any operations that would result in excessive ground-borne vibrations or other noise levels therefore, the project will not have any impact on vibrations or other noise levels.
- c) The project site is located within the Traffic Pattern Zone of the Stockton Metropolitan Airport with the nearest runway located approximately 3 miles west of the project site. Pursuant to the San Joaquin Airport Land Use Compatibility Plan, dated January 2018, the project site is located outside of the airport's noise exposure contours for both significant and marginal effects, therefore, the potential for exposing future workers at the project site to excess noise levels is considered low and impacts resulting from airport noise levels to people residing or working in the project area are expected to be less than significant.

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

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

Impact Discussion:

- a-b) The project site is located in unincorporated San Joaquin County, east of the City of Stockton. The proposed project is an expansion to an existing truck parking facility to provide parking for 53 seasonal trailers and does not propose any residential development and will not generate additional employees. The project will not induce substantial population growth in the area either directly or indirectly because the project is not anticipated to result in an increase in the number of jobs available. The proposed project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere because there are no residences on the project site and the zoning will remain the same if the project is approved. Therefore, the project would have no impact on population and housing.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

a) The project site is located in unincorporated San Joaquin County east of the City of Stockton. The Montezuma Fire District provides fire protection services to the project site area. The District serves approximately 9.6 square miles of the unincorporated areas of southeast Stockton, and the Stockton Metropolitan Airport and the surrounding business park, and a section of State Route 99. The station is located approximately 1.75 miles west of the project site. Police protection services are provided to the project site by the San Joaquin County Sheriff's Office. The Sheriff's Office employs over 800 sworn and support personnel. The project site is located within the Galt Joint Union Elementary School District and the Galt Joint Union High School District. The Elementary School District serves approximately 3,500 students in prekindergarten through eighth grade, operating 1 school readiness center, 5 elementary schools, and 1 middle school. The High School District serves approximately 2,226 students in grades 9-12 and operates 2 high schools, 1 continuation school, and 1 school for adults. There are no public recreation facilities near the project site.

The public service agencies listed above were provided with the project proposal and invited to respond with any project concerns or conditions. Responses were not received, indicating there were no concerns about significant impacts resulting from the project. The project is an expansion of an existing truck parking facility which will not generate additional residents in the area. Therefore, the project is not expected to have a significant impact on these service providers, nor will it significantly affect the ability of these service providers to maintain current levels of service.

	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:

a-b) The project, which includes increasing an existing truck parking facility with the addition of parking for 54 trucks and trailers, is not expected to increase employment at the facility. Therefore, the project would not result in an increase in demand for neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the project, an expansion of an existing winery, is not expected to result in an increased demand for recreational facilities. Therefore, the project will have no impact on recreation facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Impact 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:

- a) The project site is located on E. Mariposa Road in unincorporated San Joaquin County. Regional access to the site is provided by State Route 99, a north-south highway. Local roads that provide access to the project site are Carpenter Road and Austin Road. The project was referred to the Department of Public Works on March 16, 2018. The Department requires a traffic study for projects that are expected to generate in excess of 50 vehicle trips during any hour and did not require a traffic study for this project. However, the department did require a Traffic Memorandum certifying that the proposed development would not degrade the level of service along adjacent roads. A Traffic Memorandum dated October 9, 2018, and prepared by K.D. Anderson & Associates, Inc., was submitted to the Department of Public Works. The memorandum concluded that the project would not result in a significant traffic impact and no road improvements were recommended. Therefore, the project's impact on the transportation circulation system of the area is expected to be less than significant.
- b) The project proposes to expand an existing truck parking facility. The Department of Public Works determined that a traffic study is not required because the proposed project is not expected to exceed 50 vehicle trips during any hour and would have a less than significant traffic impact.
- c) It was determined that this project will generate less than 110 automobile trips per day and, therefore, is considered a small project according to the Technical Advisory on Evaluating Transportation Impacts in CEQA, as published by the California Office of Planning and Research (OPR) in December 2018. According to this OPR guidance, a small project that generates or attracts "fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact" with regards to Vehicle Miles Traveled (VMT).
- d) The project site is accessed from E. Mariposa Road by an existing 40-foot-wide driveway. Therefore, site access is provided for fire trucks and emergency vehicles to enter and turn around.

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

XVIII. TRIBAL CULTURAL RESOURCES.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

Impact Discussion:

- a)
 - i) The project site is developed with a residence and has been graded for truck parking. No buildings on the site are listed on the State Office of Historic Preservation California Register or the National Register of Historic Places. Therefore, the project will not result in a substantial adverse change in the significance of a historical resource as defined by CEQA.
 - ii) The project site is 4 acres and is located in the unincorporated part of San Joaquin County east of the City of Stockton. The nearest waterway is Duck Creek located 0.4 miles north of the project site. The Burlington Railroad line is located 0.3 miles to the east. A project referral was mailed March 16, 2018, to the North Valley Yokuts Tribe, and a response was not received.

Because development of the proposed project will involve ground disturbing activities that could potentially unearth Tribal Cultural Resources (TCR), Unanticipated Discoveries mitigation measure will be implemented in such an event, therefore, potential impacts will be reduced to a less-than-significant level.

XIX. UTILITIES AND SERVICE SYSTEMS.

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

Would the project:

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

Impact Discussion:

- a) The proposed project is an expansion to an existing truck parking facility, located east of the City of Stockton. The truck parking facility will continue to utilize an existing private well and onsite wastewater treatment system. The existing retention pond is to be enlarged as part of the project. Therefore, the project will be served by private, onsite services and will not require relocation of existing facilities or require new facilities.
- b) The project is served by an existing private well therefore, impacts on water supplies is expected to be less than significant.
- c) The project site utilizes an existing onsite sewage disposal system that was constructed under an Environmental Health Department permit and is subject to the onsite wastewater treatment system regulations that will ensure compliance with the standards of San Joaquin County.
- d-e) The project is an expansion of an existing truck parking facility. As proposed, the project is not anticipated to generate solid waste in excess of State and local standards and will be able to comply with all regulations related to solid waste.

XX. WILDFIRE.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-d) The project location is east of the City of Stockton, CA, and is not identified as a Community at Risk from Wildfire by Cal Fire’s “Fire Risk Assessment Program”. Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project 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
--------------------------------	--	------------------------------	-----------	---------------------------

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:

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



LEGEND:



EXISTING TREE

OWNER:
CONTACT: LAKHDIR SINGH MAHL
PHONE: 209.405.1731

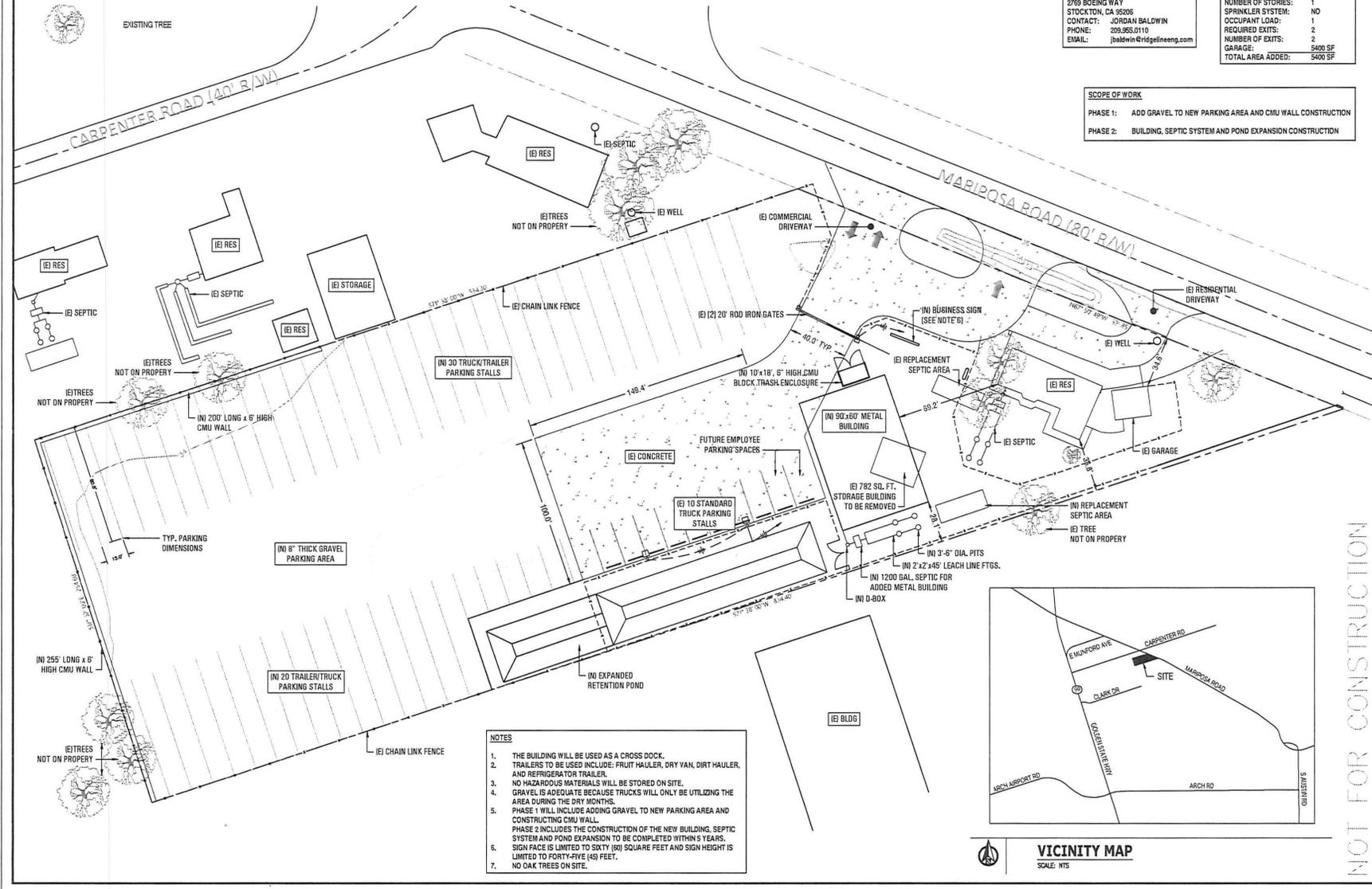
CIVIL ENGINEER
RIDGELINE ENGINEERING
2789 BOEING WAY
STOCKTON, CA 95205
CONTACT: JORDAN BALDWIN
PHONE: 209.955.0110
EMAIL: jbalwin@ridgelineeng.com

PROJECT INFORMATION

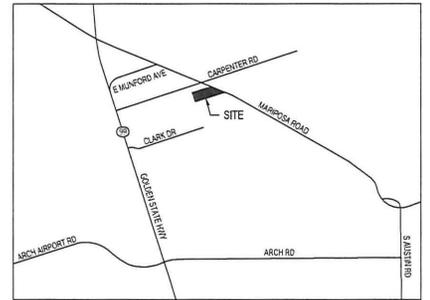
DESCRIPTION OF USE: WAREHOUSE
ZONING: C-G
OCCUPANCY GROUP: W-U
CONSTRUCTION TYPE: V-B
NUMBER OF STORIES: 1
SPRINKLER SYSTEM: NO
OCCUPANT LOAD: 1
REQUIRED EXITS: 2
NUMBER OF EXITS: 2
GARAGE: 5400 SF
TOTAL AREA ADDED: 5400 SF

SCOPE OF WORK

PHASE 1: ADD GRAVEL TO NEW PARKING AREA AND CMU WALL CONSTRUCTION
PHASE 2: BUILDING, SEPTIC SYSTEM AND POND EXPANSION CONSTRUCTION



- NOTES
1. THE BUILDING WILL BE USED AS A CROSS DOCK, TRAILERS TO BE USED INCLUDE: FRUIT HAULER, DRY VAN, DIRT HAULER, AND REFRIGERATOR TRAILER.
 2. NO HAZARDOUS MATERIALS WILL BE STORED ON SITE.
 3. GRAVEL IS ADEQUATE BECAUSE TRUCKS WILL ONLY BE UTILIZING THE AREA DURING THE DRY MONTHS.
 4. PHASE 1 WILL INCLUDE ADDING GRAVEL TO NEW PARKING AREA AND CONSTRUCTING CMU WALL.
 5. PHASE 2 INCLUDES THE CONSTRUCTION OF THE NEW BUILDING, SEPTIC SYSTEM AND POND EXPANSION TO BE COMPLETED WITHIN 5 YEARS.
 6. SIGN FACE IS LIMITED TO SIXTY (60) SQUARE FEET AND SIGN HEIGHT IS LIMITED TO FORTY-FIVE (45) FEET.
 7. NO OAK TREES ON SITE.



VICINITY MAP
SCALE: NTS

NOT FOR CONSTRUCTION

MAHL TRUCK PARKING
SITE PLAN
4750 EAST MARIPOSA ROAD
STOCKTON, CA 95212

NO.	DATE	REVISIONS DESCRIPTION

PROJECT NO.: 19E-027
DRAWN BY: RAW
CHECKED BY: JKB
DATE: 7/22/19
SHEET NO.:
C1.0
SHEET: 1 OF 1

October 9, 2018

Mr. Lakhbir S. Mahil
3338 Rutherford Drive
Stockton, CA 95212

**RE: TRAFFIC ASSESSMENT RELATING TO 4750 EAST MARIPOSA ROAD
TRUCK PARKING, SAN JOAQUIN COUNTY, CA.**

Dear Mr. Mahil:

Thank you for contacting our firm regarding the **Truck Parking Facility at 4750 East Mariposa Road** near the City of Stockton in unincorporated San Joaquin County. The proposed project is located on the south side of East Mariposa Road just east of its intersection with Carpenter Road. The "project" involves construction of a gated surface lot and a small (6,300 sf) ancillary warehouse building. The site already provides parking for a limited number of trucks, and the project will allow the site's permitted truck and trailer parking to increase from ten (10) trucks and trailers to permit forty-nine (49) additional trucks and trailers. The warehouse building will be used for storage for sorting of materials. The project will take access to Mariposa Road roughly 280 feet from Carpenter Road, and full access is planned at that location.

San Joaquin County staff has considered the project's potential traffic impacts and reached a preliminary conclusion of no significant impact. Under County guidelines a *Traffic Technical Memorandum* has been requested in order to provide the evidence needed to support the County's preliminary conclusions. Our assessment of the project's potential impacts under the County's December 2012 guidelines will satisfy the County's requirements.

Project Description

The 4750 E. Mariposa Road Truck Facility is located on a four-acre site as shown in Attachment 1. As noted, the site has roughly 390 lineal feet of frontage on E. Mariposa Road. Three points of access to E. Mariposa Road exist, including an eastern driveway that serves an existing residence that will remain. The two truck access driveways are each 40 feet wide and are roughly 50 feet apart. Photos of each driveway are attached. The more westerly driveway is roughly 290 feet from the Carpenter Road intersection.

The site will be improved to provide additional truck parking, as shown in Attachment 2. The existing truck driveways will continue to be used.

With the project the site would be the base of operations for trucks that will be away from the site for months at a time, and that the site would be used for long term storage during the off-

season. Thus, you have indicated that while the site may be fully occupied for part of the year, little additional truck traffic will occur on a day to day basis.

Current Traffic Volumes / Conditions on Affected Roads

The following roads provide primary regional access to the site:

State Route 99 (SR 99). SR 99 is an important north-south facility which links San Joaquin County with the Sacramento area to the north and with Stanislaus County and the balance of the Central Valley to the south. In the area of the project SR 99 is a six-lane controlled access freeway, and ramps connect the freeway mainline with intersecting streets. The posted speed limit on SR 99 is 65 mph. The current *Average Annual Daily Traffic (AADT)* volume on SR 99 south of Mariposa Road is 73,000 vehicles per day (2016), while the volume increases to 87,000 vehicles per day to the north. Trucks comprise about 13% of the annual average traffic volume on SR 99 in this area.

E. Mariposa Road. E. Mariposa Road is a major east-west route which links the City of Stockton with the City of Escalon. Mariposa Road originates at an intersection on E. Charter Way and continues southeasterly across SR 99 through rural San Joaquin County to its eastern terminus on Escalon Bellota Road. Today Mariposa Road is a two-lane urban street with center Two-Way Left-Turn (TWLT) west of SR 99 but the facility widens to a four-lane street with auxiliary turn lanes at the newly constructed interchange on SR 99. Mariposa Road continues as a four-lane roadway east of the interchange to the Munford Avenue intersection and narrows to a two-lane rural highway beyond that intersection. Left turn lanes have been striped for the driveways serving businesses immediately adjacent to the intersection but no turn lanes are available from that point east through the Carpenter Road intersection.

The posted speed limit on Mariposa Road in the area of the project is 50 mph. The road is designated an STAA Terminal route from SR 99 to the project, and there is a sign posted to that effect on Mariposa Road.

The 2016 SJCOG Regional Congestion Management Program (RCMP) Update provides information regarding current traffic volumes on E. Mariposa Road. The average daily volume from SR 99 to Jack Tone Road is reported to be 5,384 vehicles per day.

Functionally, Mariposa Road links various communities in San Joaquin County and supports inter-regional travel, but the route also provides access to the industrial area east of SR 99. Local access occurs at key intersections such as Stagecoach Road, Munford Avenue and Carpenter Road, and the BN&SF Railroad's multimodal terminal is located off Mariposa Road roughly three miles east of the project site. Direct access to industrial parcels to Mariposa Road is permitted today at various locations east and west of the project site.

Mariposa Road is designated a six-lane arterial in the City of Stockton General Plan Circulation Element and that designation extends easterly to the planned extension of Austin Road. The road is an Arterial in the San Joaquin County General Plan Circulation Element. Mariposa Road is

KDA

included in the 2016 San Joaquin County Regional Congestion Management Program (RCMP) Roadway Network and its intersections with SR 99 ramps are included in RCMP intersections. Mariposa Road is included in the RCMP bicycle network as a planned Class III (shared facility) route.

Carpenter Road. Carpenter Road is a two-lane east-west industrial road that provides access to development on both sides of Mariposa Road.

Munford Avenue. Munford Avenue is a two-lane local industrial road that is the northern terminus of the frontage road system that provides access to the industrial area between Mariposa Road and Arch-Airport Road.

Levels of Service. The quality of traffic operations on San Joaquin County roads is judged in the Circulation Element based on operating Level of Service at key intersections and on Capacity Thresholds that identify a daily traffic volume on roadway segments that would typically deliver LOS C or D, which are the minimum standard adopted by San Joaquin County.

The General Plan Background Report identified planning level criteria for roadway segment Level of Service based on daily volume, and a two-lane road can be expected to accommodate 7,000 vehicles per day at LOS C and 12,400 at LOS D. The volume on Mariposa Road along the project frontage falls well below this threshold and indicates that current conditions satisfy the County's LOS C minimum. This is consistent with the Level of Service reported in the 2016 RCMP.

Intersection Levels of Service. Available information was reviewed to identify current traffic operating conditions at key intersection in the area of the project.

The **SR 99 ramps / Mariposa Road intersections** have recently been reconstructed as part of Caltrans' interchange improvement project. The 2016 RCMP indicated at prior traffic counts revealed that the intersections operated at LOS B during peak hours.

The **Mariposa Road / Munford Avenue intersection** was evaluated as part of a recent traffic study for reuse of an adjoining industrial area¹. Traffic counts made in 2017 indicated the intersection operated at LOS A during peak hours.

That report also reviewed the **Mariposa Road / Carpenter Road intersection**. The delays experienced by motorists on the side-street approaches to Mariposa Road were indicative of LOS B and C, and the volume of traffic at the intersection fell below the level that satisfied peak hour traffic signal warrants.

Future Traffic Conditions. The Yosemite Food traffic study reviewed various sources for information regarding long term traffic conditions on E. Mariposa Road. The City of Stockton GPU Year 2035 traffic model includes the area of the proposed project. This model represents

¹ Traffic Impact Analysis for 4221 Mariposa Road (Yosemite Foods), KDA 7/18/2017

KDA

buildout of the City of Stockton's General Plan. Similarly, San Joaquin County Council of Governments (SJCOG)'s Tri-County traffic model combines the land use and circulation systems of San Joaquin, Stanislaus and Merced Counties and also addresses the Mariposa Road area under Year 2040 conditions. This model includes Year 2040 land uses forecasts for the counties derived from California Department of Finance population growth projections and does not represent full build out of any area.

The Stockton model basis produces a Year 2037 forecast of slightly less than 24,000 vehicles per day on Mariposa Road. This is consistent with the capacity of a multi lane arterial highway when the City of Stockton is built out. The SJCOG model yields a Year 2035 projection which is less than 11,000 vehicles per day. This volume level can still be accommodated by the existing two lane road

Project Characteristics

Trip Generation. Traffic engineers describe the vehicular traffic associated with businesses in terms of vehicle "trip ends". A vehicle traveling to the site would generate one trip end, while the same vehicle exiting the site generates a second trip end. There are published sources that describe the trip generation rates associated with typical land uses, and the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition* is the source typically recognized by Caltrans and San Joaquin County. However, the information available from this reference for the types of uses planned at this location is limited, and no data is available for a truck storage facility. Thus, trip generation forecasts have been made based on an alternative approach.

As we understand, the additional truck parking provided on site will be used for the long-term storage of truck and trailers. On a day to day basis the amount of additional automobile and truck traffic associated with the 4750 East Mariposa Road truck storage facility would be minimal. Even if all trucks left or returned on one day only 50± daily trips might be generated.

Traffic engineers account of the effects of large trucks by identifying Passenger Car Equivalent (PCE) accounts for the reduced acceleration and deceleration characteristics of trucks. One truck is assumed to have the same effect on capacity and Level of Service as 2 to 4 passenger vehicles. Assuming 4 PCE's per truck, then project's "worst case" trip generation can be expressed as 200 PCE's per day.

The trips associated with the project would likely be oriented to SR 99. Truck drivers would be making right turns when they arrive and left turns when they depart. Alternatively outbound trucks can turn right and travel on Mariposa Road to Austin Road and reach SR 99 using that route.

Impact Assessment

The relative impact of operating the 4750 E. Mariposa Road Truck Facility has been assessed from the standpoints of roadway safety and capacity.

KDA

Level of Service with Project. The project would increase the volume of traffic on the roadways and intersections in this vicinity at the beginning and end of long term operations, but the amount of additional traffic would be too low to have any measurable impact on operating Level of Service.

Sight Distance. The adequacy of sight distance at the project's access driveway has been reviewed with regard to the minimum standards identified in the Caltrans Highway Design Manual (HDM). HDM Table 201.1 notes that the minimum sight distance requirement for the prima facie 55 mph speed limit is 500 feet. The available sight distance at the driveway was investigated from a location 15 feet from the edge of travel way to determine whether this standard can be met. The view to the west and east is clear, and minimum sight distance requirements are met.

Site Access Design. As shown in the site plan, the two driveways are designed with 25' radius returns and 40 foot width entrance. The entrance provides roughly 100 feet of space from the edge of roadway prior to the rolling gate that controls access to the parking area.

We reviewed traffic conditions at the driveways to evaluate the feasibility of full access, and we considered the turning requirements of STAA trucks. Based on the speed limit on E. Mariposa Road, trucks turning into and out of the site will need appreciable room for acceleration and deceleration. The need for a separate westbound left turn lane was briefly considered based on AASHTO standards contained in Table 9-23 of the *Policy on Geometric Design of Streets and Highways*. However, the combination regularly turning traffic and background through traffic is too low to justify a separate turn lane, and this feature has not been required at other commercial driveways in the area.

Because large trucks accelerate and decelerate slowly, the need for some kind of auxiliary treatment at the driveway was considered within the context of improvements that have been required for other businesses. Currently, none of the other existing E. Mariposa Road driveways have any deceleration or acceleration treatment beyond standard curb returns and shoulders. These uses include recent construction at 4250 E. Mariposa Road and a larger business at 4900 E. Mariposa Road, and all have truck traffic. Because the proposed project is unlikely to cause appreciably more site truck traffic on a regular basis, improvements to accommodate trucks should not be needed.

Driveway Spacing. The centerlines of the existing truck driveways are roughly 90 feet apart, and the eastern driveway is 280 feet from the driveway for 4900 E. Mariposa Road. Ideally, adjoining driveways should be far enough apart to allow concurrent turning movements without creating conflicting movements, and San Joaquin County improvements standards address some aspects of driveway spacing, but this information deals generally with more urban settings. In this case, because the two project driveways will be used alternatively by entering and exiting traffic and the number of vehicles involved is very low the limited distance between the project's driveways should not create a major problem.

KDA

Mr. Lakhbir S. Mahil
October 9, 2018
Page 6

Conclusions / Recommendations

Operation of the 4750 E. Mariposa Road Truck Facility as proposed would not result in a significant traffic impacts under San Joaquin County guidelines and would not result in an appreciable safety impact. No improvements are recommended.

Thank you again for contacting our firm for this assignment. Please feel free to call me if you have any questions or need additional information.

Sincerely,

KD Anderson & Associates, Inc.

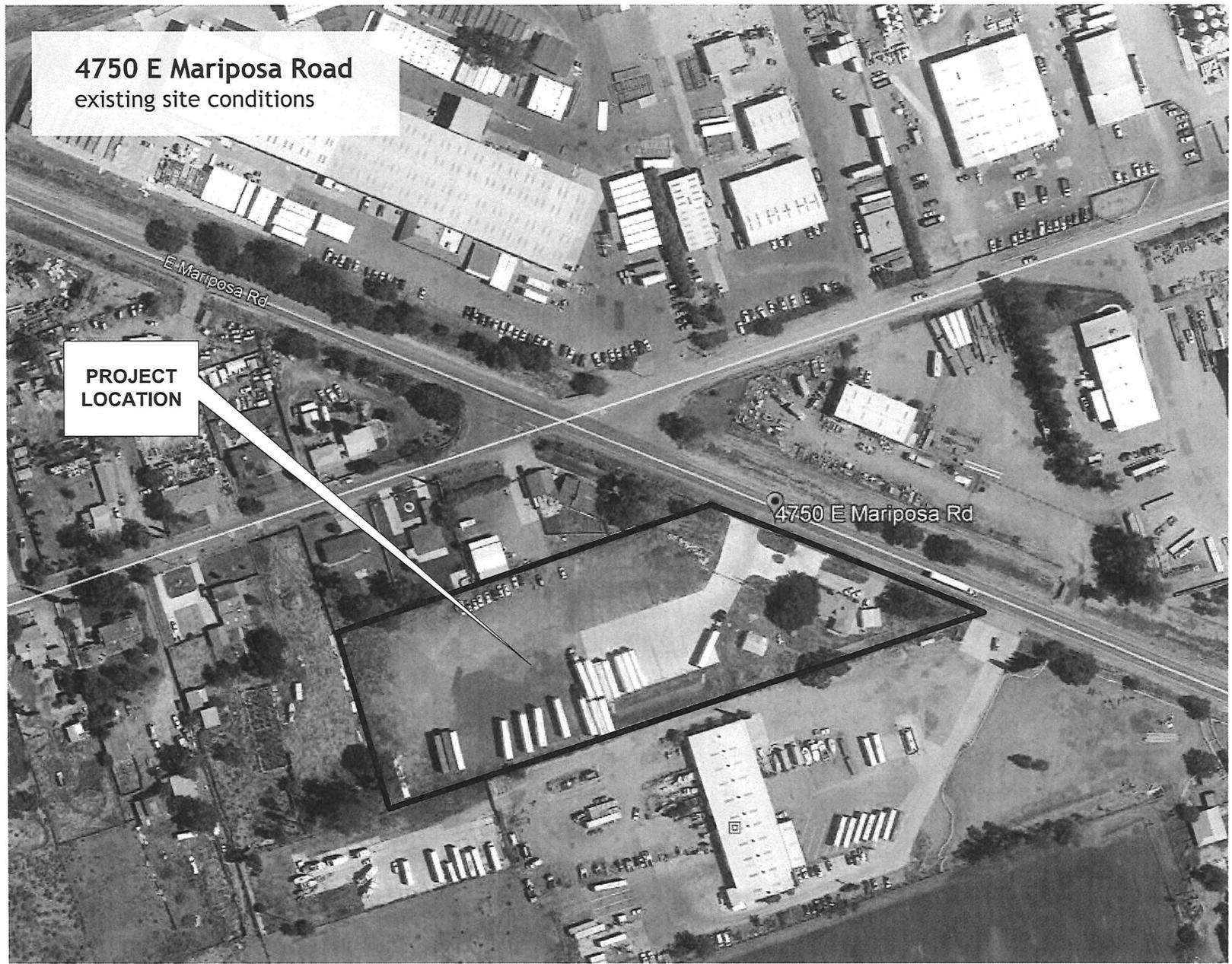


Kenneth D. Anderson, P.E.
President



Enc: Existing site, site plan, photos

KDA



4750 E Mariposa Road
existing site conditions

PROJECT
LOCATION

4750 E Mariposa Rd

Mitigation Monitoring Reporting Plan-PA-2000174 (SA) January 9, 2023

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	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.			
III. Air Quality	Construction and Operation - Recordkeeping		X	San Joaquin Valley Air Pollution Control District	For each project phase, all records shall be maintained on site during construction and for a period of ten years following either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.			
III. Air Quality	Construction and Operational Dates		X	San Joaquin Valley Air Pollution Control District	For each project phase, maintain records of (1) the construction start and end dates and (2) the date of issuance of the first certificate of occupancy, if applicable			
III. Air Quality	Increase Density		X	San Joaquin Valley Air Pollution Control District	1.46 Jobs, unknown DU			

III. Air Quality	Increase Diversity		X	San Joaquin Valley Air Pollution Control District	Projects located in various land uses			
III. Air Quality	Improve walkability Design		X	San Joaquin Valley Air Pollution Control District	121.5 Nodes/Square Mile			
III. Air Quality	Improve Destination Accessibility		X	San Joaquin Valley Air Pollution Control District	0.5 miles (distance to downtown or job center)			

IV. Biological Resources	Participation in the SJMSCP	X		San Joaquin Council of Governments	<p>The developer shall apply to the San Joaquin Council of Governments (SJCOC) 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.</p>			