



Planning Commission Staff Report
Item # 1, June 20, 2024
General Plan Map Amendment No. PA-1800112
Zone Reclassification No. PA-1800156
Use Permit No. PA-1800300
Prepared by: Alisa Goulart

PROJECT SUMMARY

Applicant Information

Property Owner: Global Carrier Inc.
Project Applicant: Carlos Vierra, Vierra Design Group

Project Site Information

Project Address: 11150 E. State Route 120, Manteca
Project Location: On the south side of East State Route 120, 1,000 feet east of State Route 99, Manteca.

Parcel Number (APN):	228-030-28	Water Supply:	Private (On Site)
General Plan Designation:	A/G	Sewage Disposal:	Private (On Site)
Zoning Designation:	AG-40	Storm Drainage:	Private (On Site)
Project Size:	10 acres	100-Year Flood:	No
Parcel Size:	10 acres	Williamson Act:	No
Community:	None	Supervisorial District:	5

Environmental Review Information

CEQA Determination: Mitigated Negative Declaration (Attachment E)

Project Description

The project consists of 3 applications to facilitate the establishment of a freight and truck terminal:

- General Plan Map Amendment No. PA-1800112 to change the General Plan designation of a 10.0 acre parcel from A/G (General Agriculture) to I/T (Truck Terminal).
- Zone Reclassification No. PA-1800156 to change the zoning designation of the same 10.0 acre parcel from AG-40 (General Agriculture, 40 acre minimum) to I-T (Truck Terminal).
- Use Permit No. PA-1800300 for a truck terminal to include construction of a 4,800 square foot shop, a 4,800 square foot transfer dock, a 3,500 square foot office, and parking for 109 trucks and trailers.

Recommendation

1. Forward to the Board of Supervisors the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program with a recommendation to adopt (Attachment E and F);
2. Forward to the Board of Supervisors the Findings for General Plan Map Amendment with a recommendation to adopt and General Plan Map Amendment No. PA-1800112 with a recommendation to approve (Attachment G);

3. Forward to the Board of Supervisors the Findings for Zone Reclassification with a recommendation to adopt and Zone Reclassification No. PA-1800156 with a recommendation to approve (Attachment H);
4. Forward to the Board of Supervisors the Findings for Use Permit with a recommendation to adopt and Use Permit No. PA-1800300 with the attached Conditions of Approval with a recommendation to approve (Attachment G and H).

NOTIFICATION & RESPONSES

(See Attachment C, Agency Response Letters)

Public Hearing Notices

Legal ad for the public hearing published in the Stockton Record: June 10, 2024.

Number of Public Hearing notices: 358

Date of Public Hearing notice mailing: June 7, 2024.

Referrals and Responses

- **Early Referral Date:** May 14, 2018 (pre-application)
November 30, 2018 (full application)
- **Project Referral with Environmental Determination Date:** March 29, 2019, August 24, 2020, April 5, 2024
- **Negative Declaration Posting Date:** August 26, 2020
- **OPR State Clearinghouse #:** 2018102034

Agency Referrals	Response Date - Early Consultation (Pre-App)	Response Date - Early Consultation (Full App)	Response Date - Referral	Response Date – Re-referral	Response Date – 2 nd Re-referral
County Departments					
Assessor					
Ag Commissioner					
Community Development					
Building Division	12/23/2018				
Fire Prevention Bureau					
Public Works	5/17/2018		5/22/2020	8/26/2020	6/11/2024
Environmental Health	6/5/2018	12/26/2018			4/26/2024
Sheriff's Office					
Mosquito & Vector Control					
Supervisor: District 5					
State Agencies					
Caltrans District 10	10/16/2018	12/20/2018	4/19/2019		5/2/2024
CA Highway Patrol					
CA DMV					
Fish & Wildlife, Division: 2					
Native American Heritage Commission					
Federal Agencies					
F.E.M.A.					4/24/2024
U.S. Fish and Wildlife					
Local Agencies					
City of Manteca	5/16/2018				5/2/2024
Manteca Water Services					
Manteca Sewer Service					

Agency Referrals	Response Date - Early Consultation (Pre-App)	Response Date – Early Consultation (Full App)	Response Date – Referral	Response Date – Re-referral	Response Date – 2 nd Re-referral
Local Agencies					
Lathrop-Manteca Fire District		12/11/2018	4/4/2019		
S.J.C.O.G.		12/14/2018			
South San Joaquin Irrigation District	10/19/2018	12/11/2018		9/2/2020	
Manteca Unified School District					
Air Pollution Control District			4/8/2020		5/2/2024
C.V.R.W.Q.C.B.		12/20/2018		9/23/2020	
Miscellaneous					
Haley Flying Service					
P.G.&E.					4/11/2024 5/3/2024
Precissi Flying Service					
Builders Exchange					
CA Tribal TANF Partnership					
United Auburn Indian Community					
CA Valley Miwok Tribe					
CA North Valley Yokuts Tribe					
Buena Vista Tribe Rancheria			9/3/2020		
Carpenters Union					
Farm Bureau					
Sierra Club					

ANALYSIS

Background

On April 27, 2018, the applicant submitted a pre-application for a General Plan Map Amendment to change the designation of an A/G (General Agriculture) parcel to I/T (Truck Terminal). On June 7, 2018, the Development Committee reviewed the project and found that the site met the qualifications for locational and service requirements for the I/T designation. On June 13, 2018, the applicant submitted full applications for a General Plan Map Amendment and a Zone Reclassification to change the zone from AG-40 (General Agriculture, 40 acre minimum) to I-T (Truck Terminal). Planning staff reviewed the applications and determined that the applicant must also submit the underlying project in order to complete adequate environmental review. On November 15, 2018, the applicant submitted the underlying project, Use Permit No. PA-1800300, for a truck terminal and truck parking facility, and staff began review of the full project.

Regulations required a traffic study and a noise study which were submitted in March and October 2020 respectively. Multiple plan revisions were made to satisfy the recommendations contained in the studies as well as to accommodate concerns expressed by a neighboring resident. In March of 2024, a final site plan was received and re-referred to agencies for comments and the Planning Commission hearing was scheduled for June 20, 2024.

General Plan Map Amendment and Zone Reclassification

Findings

Development Title Sections 9-807.060 and 9-807.050 state that the Board of Supervisors shall make several findings prior to approving a General Plan Map Amendment and Zone Reclassification. These findings include that the proposed changes be consistent with the General Plan and other applicable documents, as well as be reviewed in compliance with the California Environmental Quality Act (CEQA). Proposed changes must also contribute to the public health, safety, and general welfare or benefit the public. (Attachments G and H)

These findings can be made because the proposed General Plan Map Amendment and Zone Reclassification are consistent with the goals and criteria outlined in the General Plan and discussed below. Additionally, an Initial Study prepared for the underlying project found that any impacts resulting from the project could be reduced to a level of less than significant with the mitigation measures contained in the Mitigation Monitoring and Reporting Program attached to the Staff Report. (Attachment F)

Truck Terminal Designation – Land Use

The General Plan includes the locational criteria for the Truck Terminal designation¹ as listed below:

- Must be in areas within one mile of a freeway interchange.

The project parcel is located on E. State Route 120, slightly less than one mile east of the State Route 99 interchange. A diagram depicting the distance between the State Route 99 northbound off-ramp and the project parcel's west property line as 0.96 miles is included as Attachment B.

- Must be outside of Urban and Rural Communities.

The project parcel is in an area that is not a designated General Plan Urban or Rural Community.

- Must be outside the path of planned urban development.

The project parcel is located outside of any public service areas, the infrastructure of which is needed for urban development.

¹ 2035 General Plan Ch. 3.1 – Communities pg. 3.1-53.

- May not be applied adjacent to existing or planned residential, commercial (other than Freeway Services), or Resource Conservation designated areas.

The General Plan designation on the south side of State Route 120 where the parcel is located is General Agriculture (A/G). On the north side of State Route 120, the General Plan designation is Limited Industrial (I/L) so the project location is not adjacent to existing or planned residential or commercial areas, nor Resource Conservation designated areas.

- Must be located on a County-defined Minor Arterial or higher classification roadway.

The project parcel is located on E. State Route 120 which is classified as a Principal Arterial, a classification that is higher than a Minor Arterial classification.

Truck Terminal Designation – Services

The proposed project includes a Zone Reclassification. Pursuant to the General Plan (Ch. 3.2 - Public Facilities and Services Element, pgs. 3.2-36-41), approval of a Zone Reclassification requires that the minimum standards for water, wastewater, and stormwater drainage system improvements be met. Pursuant to Table IS-1 Water System, Table IS-2 Wastewater Treatment, and Table IS-3 Stormwater Drainage Supply, the proposed I/T designation outside of a General Plan Community allows for onsite wells and stormwater drainage, as well as onsite wastewater treatment systems provided General Plan policies and Development Title regulations are met. An onsite well, septic system and drainage are proposed for this project.

Agricultural Mitigation

Pursuant to Development Title Section 9-701.040(a), agricultural mitigation is required for a General Plan Map Amendment that changes the designation of any land from an agricultural to a non-agricultural use and a Zone Reclassification that changes the permitted uses from agriculture to a non-agricultural use, regardless of the General Plan designation. As such, this project will be subject to the Agricultural Mitigation ordinance. Agricultural mitigation is satisfied by granting a farmland conservation easement or other farmland conservation mechanism. The number of acres of agricultural mitigation land must be at least equal to the number of acres that will be changed to a nonagricultural use (a 1:1 ratio) pursuant to Development Title Section 9-701.040(b), Pursuant to Development Title Section 9-701.040(f), submission of the required legal instrument or payment of the in-lieu fee shall occur at the time of grading permit or building permit issuance for future development. This has been included as recommended Condition of Approval No. 1.d.

Use Permit

Operations

Hours of operation for the truck terminal are planned for Monday through Friday, from 8:00 a.m. to 5:00 p.m. and will operate with 6-8 employees per shift. The project includes a 4,800 square foot building for use as a private shop for brake and tire repairs. The shop is an accessory use to the truck terminal and is not open to the public. The facility will be gated with a card-lock system for parking access.

Traffic Study

The Development Title requires a Traffic Study for a development project when traffic caused by the development project is expected to exceed 50 vehicles during any hour or violate a Level of Service (LOS) standard established in the General Plan (Development Title Section 9-608.050[a]). The traffic study, completed by transportation engineers KD Anderson and Associates Consulting, Inc., and dated March 16, 2020, concluded that the addition of project trips would not have a significant impact on the operation of, or the safety of, the roads providing access to the site as resulting levels of service at intersections remain within minimum standards.

The traffic study also assessed project site access, noting that Caltrans has jurisdiction over State Route 120 and will have final decisions on the extent of access improvements. Recommendations for mitigation contained in the traffic study and included in the Department of Public Works conditions after being vetted with Caltrans are as follows:

- An Irrevocable Offer to Dedicate to Caltrans 22.5 feet across the parcel's frontage for State Route 120.
- Construct a continuous 2-way left turn lane between Ideal Parkway and Comconex Road.
- Construct an eastbound deceleration lane at the project's main entrance.

The Department of Public Works has reviewed the 2020 traffic study and determined the project impacts and mitigations remain the same and that the findings of the traffic study remain relevant.

Noise Study

Pursuant to Development Title Section 9-400.040(a), existing or planned transportation facilities that may impact noise sensitive land uses are required to mitigate noise levels so that County noise standards are not exceeded. The proposed project is a truck terminal and is located adjacent to 5 residences on the adjacent parcel to the east and 2 residences on the adjacent parcel to the west. For this reason, the Community Development Department required a Noise Study. A noise study was performed by Saxelby Acoustics and a report dated October 13, 2020, was submitted.

The project site is located on State Route 120, just east of State Route 99. Pursuant to the noise study, the existing ambient noise in the vicinity of the project site already exceeds the County's noise level standards of 65 dB L_{dn} with the dominant source of noise being vehicle traffic on State Route 120. The assessment concluded that the increase in traffic noise from the project would be less than significant based on the existing noise level.

Project operational noises were estimated based on sound levels measured at other loading docks and tire and brake shops. Construction activities during project development were also considered. The study concluded that operational noise levels and noise from construction activities would be considered to be potentially significant and would require mitigation.

The study recommended construction of an 8 foot tall masonry sound wall along the west property line and a 10 foot high masonry sound wall along the east property line to mitigate for operational noise. To mitigate for construction noise, the study recommends that construction activities be limited to between the hours of 7:00 a.m. and 7:00 p.m. These hours are more limited than the regulations of the Development Title which limit construction activities to weekdays between the hours of 6:00 a.m. and 9:00 p.m. With these mitigation measures, the study concludes that noise from the project will have a less than significant impact. These mitigation measures are included in the recommended Conditions of Approval.

City of Manteca

On May 16, 2018, the Community Development Department received a letter from the City of Manteca in response to the pre-application project referral. In the letter, the City states that the subject property is located adjacent to the City's Area of Influence and that the project does not conform with the City of Manteca's General Plan designation. On December 20, 2018, the Department received an email from the City of Manteca in response to the full application project referral, stating that the subject property is located in the City's Sphere of Influence and that the City would continue to oppose the project for the reasons given in the previous letter. On May 2, 2024, the Department received a letter from the City of Manteca in response to the revised referral. The letter states that the subject property is located just outside the City's Area of Influence. The letter further states that the City is concerned about the addition of the project's traffic to Austin Road as the City has approved a large residential development on Austin Road.

The project site is within an area of interest for the City of Manteca however, the County retains jurisdictional control over land use. The required traffic study included the State Route 12 / Austin Road intersection and found that only the eastbound left turn lane poses a problem. However, the backup is not an impact from the project and, therefore, the study did not require any project specific mitigation. As for the traffic on Austin Road, the study allocates only 10% of the project's truck traffic using Austin Road because it assumes the preferred and faster route to southbound State Route 99 is to take Jack Tone Road.

To address the City's concern regarding increased traffic on Austin Road, staff has included Condition of Approval 2.k. which requires installation of a "Trucks Turning Left are Recommended to use State Route 120 to State Route 99" sign at the site exit. Additionally, the property owner is to provide written notice to

truck drivers recommending trucks to use State Route 120 to State Route 99 when turning left. While this does not prohibit truck traffic to or from the project site from using Austin Road, it does require the applicant to take the specified actions and allows the County to hold the applicant accountable if they fail to comply with the condition.

Neighborhood Response

Early in the review process, the Community Development Department received 2 opposition letters from area residents, multiple opposition emails from the neighboring property resident on the west side of the project parcel, and 19 signed copies of a form comment letter from residents in the area (Attachment D). Following the April 5, 2024, revised project referral, the Department received an additional 7 letters in opposition to the project. The emails and letters listed concerns related to truck traffic on State Route 120 and Austin Road, noise, General Plan consistency, and farmland conversion. These issues are discussed below. Other concerns, such as farming agreements, irrigation sharing, and shared power lines, are not within the purview of Community Development.

Traffic

The letters state that the trucking facility will increase traffic on State Route 120 causing unsafe conditions for schoolchildren who must cross State Route 120, senior citizens living in senior communities on or near State Route 120, and existing traffic. Additionally, the letters state that it will increase traffic on nearby Austin Road. As discussed, a traffic study was performed to address the issue of traffic impacts that could result from the project, which identified necessary mitigations. With that information, and with input from Caltrans, the Department of Public Works has provided conditions to mitigate impacts from the increase in traffic. These conditions from the Department of Public Works are included in the recommended Conditions of Approval in this Staff Report.

Noise

The letters state that the project will generate noise that will impact nearby residences. As discussed, a noise study was performed to test for impacts on the residences adjacent to the project parcel on the east side and the one existing residence at that time adjacent to the project parcel to the west. The study concluded that a masonry sound wall running the length of the property on the east side and a length of 75 feet on the west side would mitigate for the noise impact. An additional residence has since been added to the property adjacent to the project site to the west. The applicant has agreed to extend the wall on 3 sides of the property in response to comments from the neighbor on the west side. This is a Condition of Approval for the project.

General Plan Consistency

The letters stated that the property doesn't meet the locational requirement for the Truck Terminal General Plan designation to be located a maximum of one mile from a freeway interchange. The Community Development Department utilized G.I.S. mapping tools to determine the distance from the west property line of the project parcel to the northbound off-ramp of State Route 99 resulting in a measured distance of 0.96 miles from State Route 99 (See Attachment B). As noted previously, the General Plan requires the site be located within one mile of a freeway interchange. As a result, the site meets this requirement.

Farmland Conversion

The letter stated that the land should be left planted in an orchard to provide for a greenbelt around the city. However, because the property meets the requirements for the Truck Terminal designation and zone, and has requested the change to Truck Terminal, Community Development has reviewed the request and can make all findings in the affirmative. However, as discussed previously, the site is subject to the agricultural mitigation ordinance which is included in the recommended Conditions of Approval.

RECOMMENDATION

It is recommended that the Planning Commission:

1. Forward to the Board of Supervisors the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program with a recommendation to adopt (Attachment E and F);
2. Forward to the Board of Supervisors the Findings for General Plan Map Amendment with a recommendation to adopt and General Plan Map Amendment No. PA-1800112 with a recommendation to approve (Attachment G);
3. Forward to the Board of Supervisors the Findings for Zone Reclassification with a recommendation to adopt and Zone Reclassification No. PA-1800156 with a recommendation to approve (Attachment H);
4. Forward to the Board of Supervisors the Findings for Use Permit with a recommendation to adopt and Use Permit No. PA-1800300 with the attached Conditions of Approval with a recommendation to approve (Attachment G and H).

Attachments:

Attachment A – Maps

Attachment B – Distance to Freeway Interchange

Attachment C – Agency Response Letters

Attachment D – Neighbor Response Letters

Attachment E – Environmental Document (MND/IS)

Attachment F – Mitigation Monitoring and Reporting Program

Attachment G – Findings for General Plan Map Amendment, Zone Reclassification, and Site Approval

Attachment H – Conditions of Approval

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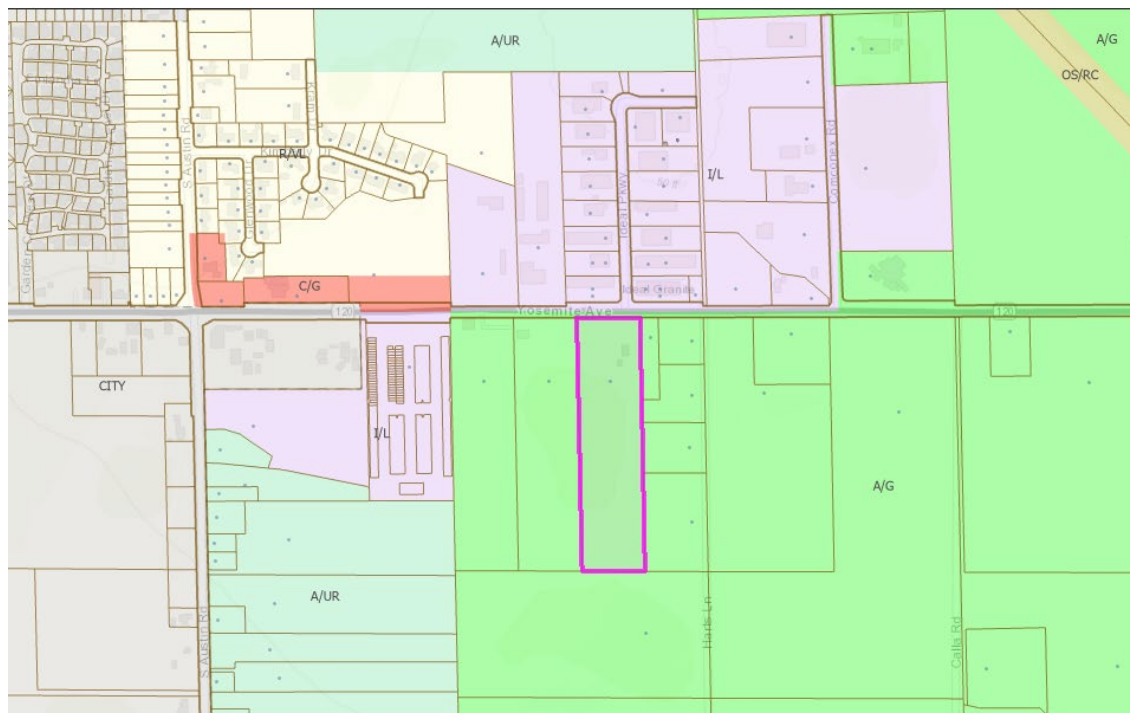
Attachment A Maps

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General Plan Amendment

Existing General Plan Designation: A/G

Proposed General Plan Designation: I/T

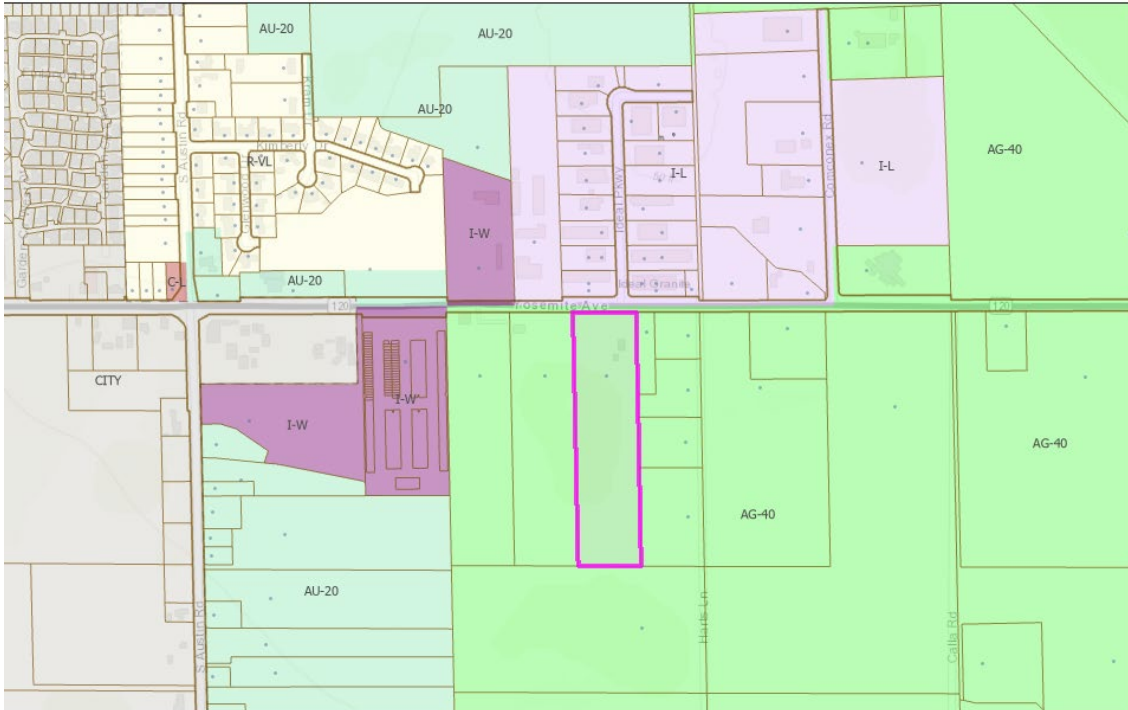


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Zoning Map Amendment

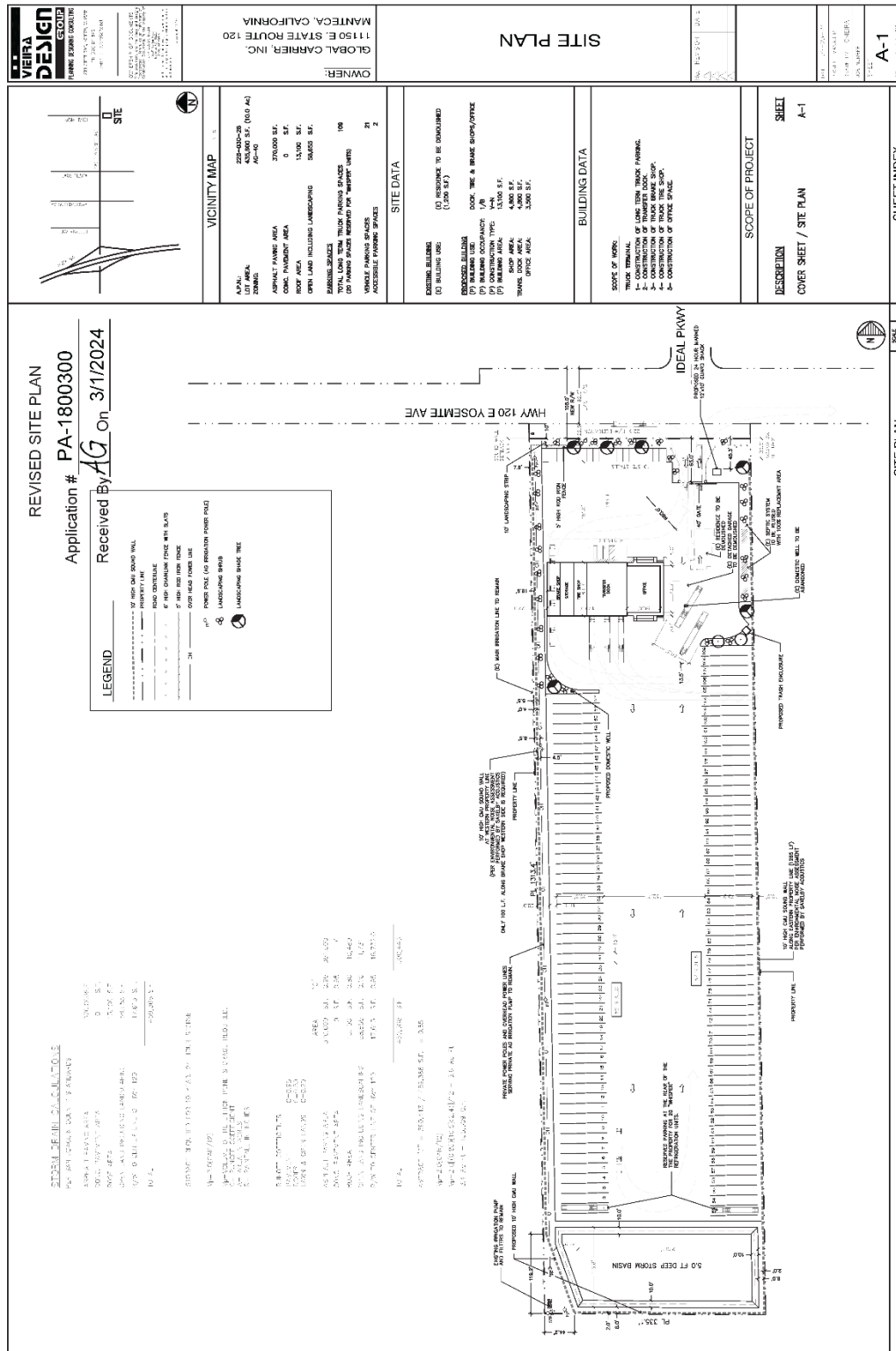
Existing Zone: AG-40

Proposed Zone: I-T



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Site Plan



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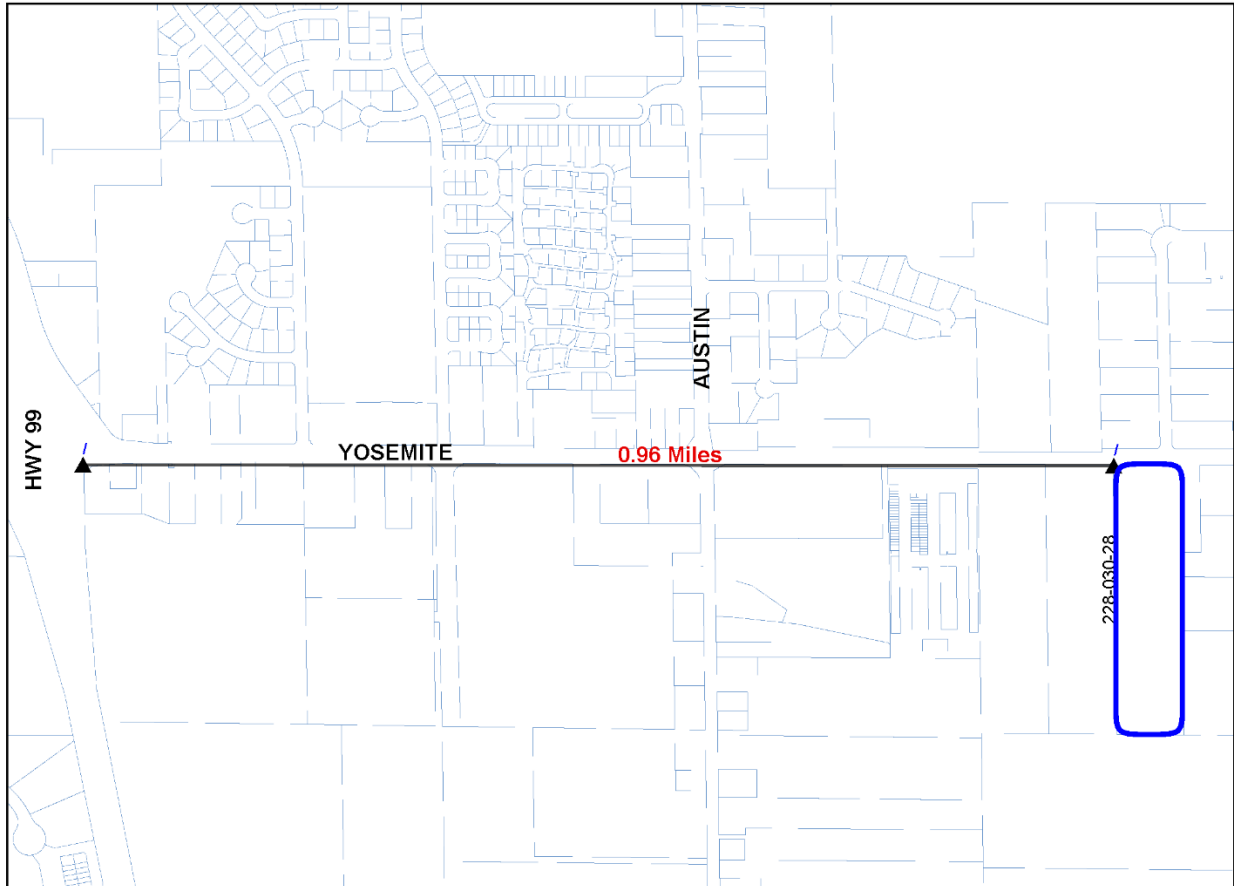
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Attachment B **Distance to Freeway Interchange**

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Distance to Freeway Interchange



GLOBAL CARRIERS PROJECT

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Attachment C **Agency Response Letters**

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**SAN JOAQUIN COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT**

1810 E. HAZELTON AVE., STOCKTON, CA 95205-6232
PHONE: 209/468-3121 FAX: 209/468-3163

DATE: December 23, 2018

PA-1800300 (UP)

Property owner: Global Carrier Inc.

Applicant: Same

APN / Address: 228-030-28, 11150 East State Rd. 120 Hwy, Manteca

Planner : Alisa Goulart

BUILDING CODE REQUIREMENTS: The following California Building Code (CBC) and San Joaquin County Ordinance requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division:

1. A building permit for each separate structure or building is required. The conversion of the existing SFR to an office will be considered a change of occupancy from an R3 occupancy to a B occupancy. Submit plans, Specifications and supporting calculations, prepared by a Registered Design Professional (architect or engineer) for each structure or building, showing compliance with The 2016 California Building, Existing Building, Mechanical, Plumbing, Electrical, Energy and Fire Codes as may be applicable. Plans for the different buildings or structures may be combined into a single set of construction documents. The conversion of the existing SFR to an office will require be an occupancy change an
2. A grading permit will be required for this project. Submit plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan shall 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 code. The plans shall show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the code.
3. The required plans must be complete at the time of submittal for a building permit. Plans must address building design and construction, fire and life safety requirements, accessibility and show compliance with the current California codes and San Joaquin County ordinances. A complete set of plans must include fire sprinkler plans, truss design submittals, metal building shop drawings, structural plans and calculations, plumbing, electrical and mechanical drawings and energy report.
4. A soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report shall be incorporated into the construction drawings.
5. For each proposed new building, provide the following information on the plans:
 - a. Description of proposed use
 - b. Existing and proposed occupancy Groups
 - c. Type of construction
 - d. Sprinklers (Yes or No)

- e. Number of stories
 - f. Building height
 - g. Allowable floor area
 - h. Proposed floor area
 - i. Occupant load based on the CBC
 - j. Occupant load based on the CPC
 - k.
6. This project falls in the fire district area of Lathrop/Manteca. All fire related requirements will be addressed by the fire district.
 7. Accessible routes shall be provided per CBC § 11B-206. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible. §11B- 206.2.1
 8. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements and accessible spaces that are on the same site. §11B-206.2.2
 9. At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility, including mezzanines, which are otherwise connected by a circulation path. §11B-206.2.4
 10. Parking spaces will be required to accommodate persons with disabilities in compliance with Chapter 11B of the California Building Code. Note that accessible parking spaces are required for each phase of the project. These parking space(s) shall be located as close as possible to the primary entrance to the building.
 11. Adequate sanitary facilities shall be provided for the facility, per the requirements of Chapter 4 of the California Plumbing Code.
 12. Pursuant to Section 422.4 of the California Plumbing Code, toilet facilities shall be accessible to employees at all times, should not be more that 500 feet from where employees are regularly employed and accessible by not more than one flight of stairs. The plans shall indicate the location of the toilet facilities and the travel distance from work areas.
 13. This project will be required to comply with the Model Water Efficient Landscape Ordinance requirements of the California Code of Regulations, Title 22, Division 2, Chapter 2.7



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Department of Public Works

Kris Balaji, Director of Public Works

Fritz Buchman, Deputy Director/Development

Michael Selling, Deputy Director/Engineering

Jim Stone, Deputy Director/Operations

Kristi Rhea, Manager of Strategic Initiatives

May 17, 2018

MEMORANDUM

TO: Community Development Department
CONTACT PERSON: Stephanie Stowers

FROM: Alex Chetley, Engineering Services Manager *AC*
Development Services Division

SUBJECT: PA-1800112; A General Plan Amendment and Zone Reclassification pre-application to amend the General Plan designation and zoning of an existing 10-acre parcel from A/G (General Agriculture) to I/T (Truck Terminal) and change the zoning designation from AG-40 (General Agriculture, 40-acre minimum) to I-T (Truck Terminal); located on the south side of State Route 120, at the terminus of Ideal Parkway, Manteca. (Supervisory District: All)

PROPERTY OWNER: Global Carrier, Inc

APPLICANT: Same

ADDRESS: 11150 East State Route 120 Highway, Manteca

APN: 228-030-28

INFORMATION:

The site is not currently located within a Federal Emergency Management Agency Designated Flood Hazard Area.

State Route 120 Highway has an existing right-of-way of variable width and a planned right-of-way width per Caltrans.

RECOMMENDATIONS:

1. None.

Informational Notes:

- (i.) No public utility services (sewer, water and storm drainage) are available at this time.

AC:JR

1810 East Hazelton Avenue | Stockton, California 95205 | T 209 468 3000 | F 209 468 2999



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Department of Public Works

Kris Balaji, Director of Public Works

Fritz Buchman, Deputy Director/Development

Jim Stone, Deputy Director/Operations

Najee Zarif, Interim Deputy Director/Engineering

Kristi Rhea, Manager of Strategic Initiatives

May 22, 2020

MEMORANDUM

TO: Community Development Department
CONTACT PERSON: Alisa Goulart

FROM: Alex Chetley, Engineering Services Manager ^{AC}
Development Services Division

SUBJECT: PA-1800300; A Use Permit application for a truck terminal to include construction of a 4,800 square foot shop, a 4,800 square foot transfer dock, the conversion of an existing 1,200 square foot residence into an office and 142 spaces for truck parking; located on the south side of East State Route 120, 1 mile east of State Route 99, Manteca. This parcel is not under a Williamson Act Contract. (Supervisory District 3)

PROPERTY OWNER: Global Carrier Inc.

APPLICANT: Same

ADDRESS: 11150 E. State Route 120 Highway, Manteca

APN: 228-030-28

INFORMATION:

The site is not currently located within a Federal Emergency Management Agency Designated Flood Hazard Area.

State Highway 120 has an existing right-of-way width of 80 feet and a planned right-of-way per Caltrans.

REQUIREMENTS:

The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:

1. ~~A traffic study shall be required to determine the impacts and mitigation of the proposed project. The developer shall deposit funds with the County for all costs, as estimated by the Department of Public Works Transportation Engineering Division, prior to Department of Public Works preparing or contracting for the required study. (Development Title Section 9-1150.4)~~

~~Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.~~

1810 East Hazelton Avenue | Stockton, California 95205 | T 209 468 3000 | F 209 468 2999



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Community Development Department
PA-1800300 (UP)

RECOMMENDATIONS:

- 1) The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)
- 2) The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)
- 3) A Caltrans encroachment permit shall be required for all work within Caltrans road right-of-way.
- 4) The driveway approach shall be improved in accordance with Caltrans Standards prior to issuance of the occupancy permit.
- 5) The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)
- 6) A copy of the Final Site Plan shall be submitted prior to release of building permit.
- 7) Permit Registration Documents (PRD's) shall be filed with the State Water Resources Control Board (SWRCB) to comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification (WDID) Number issued by SWRCB shall be submitted to the Department of Public Works for the file. Contact SWRCB at (916) 341-5537 for further information. Coverage under the SWRCB General Construction Permit Order 2009-0009-DWQ shall be maintained throughout the duration of all phases of the project.
- 8) The owner shall execute an Irrevocable Offer to Dedicate to Caltrans for an additional 22.5 feet for State Route 120 across the parcel's frontage prior to issuance of the occupancy permit.
- 9) Prior to issuance of the occupancy permit the applicant shall provide written verification from Caltrans that the following State Route 120 frontage improvements have been completed:
 - a) Construct a continuous two-way left turn lane between Ideal Parkway/project entrance and Comconex Road. The two-way left turn lane should be designed according to the Caltrans Highway Design Manual, Sixth Edition, Chapter 300, Section 405.2, Left Turn Channelization.
 - b) Construct an eastbound deceleration lane at the project's main entrance. The deceleration lane should be designed according to the Caltrans Highway Design Manual, Sixth Edition.
- 10) Provide an operational analysis displaying off-tracking for all turning movements off of and onto State Route 120 to Caltrans for review and approval. The turning templates must be based on Highway design Manual Topic 404 Page 400-10 (Figure 404.5A and 404.5D) and must specify what types of trucks will be used at the project site. A copy of the analysis and notification of approval must be submitted to Public Works for the file prior to issuance of the building permit.

AC: CH



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Department of Public Works

Fritz Buchman, Interim Director of Public Works

Alex Chetley, Interim Deputy Director/Development

Jim Stone, Deputy Director/Operations

Najee Zarif, Interim Deputy Director/Engineering

Kristi Rhea, Public Works Business Administrator

August 26, 2020

M E M O R A N D U M

TO: Community Development Department
CONTACT PERSON: Alisa Goulart

FROM: Jayna Rutz, Interim Engineering Services Manager
Development Services Division *JR*

SUBJECT: PA-1800112, -156 & -300; A General Plan Map Amendment application to amend the land use designation of a 10.0 acre parcel from General Agriculture (A/G) to Truck Terminal (I/T); a Zoning Reclassification application to rezone the same parcel from General Agriculture, 40-acre minimum, (AG-40) to Truck Terminal (I-T); and a Use Permit application for the underlying project to establish a truck terminal to include construction of a 4,800 square foot shop, a 4,800 square foot transfer dock, a 3,500 square foot office and 142 truck/trailer parking spaces to lease; located on the south side of East State Route 120, 0.9 miles east of State Route 99, Manteca.
(Supervisory District 3)

PROPERTY OWNER: Global Carrier Inc.

APPLICANT: Same

ADDRESS: 11150 E. State Route 120 Highway, Manteca

APN: 228-030-28

INFORMATION:

The site is not currently located within a Federal Emergency Management Agency Designated Flood Hazard Area.

State Highway 120 has an existing right-of-way width of 80 feet and a planned right-of-way per Caltrans.

REQUIREMENTS:

~~The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:~~

1. ~~A traffic study shall be required to determine the impacts and mitigation of the proposed project. The developer shall deposit funds with the County for all costs, as estimated by the Department of Public Works Transportation Engineering Division, prior to Department of Public Works preparing or contracting for the required study. (Development Title Section 9-1150.4)~~

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PA-1800112 (GP), -156 (ZR) & -300 (UP)

~~Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.~~

RECOMMENDATIONS:

- 1) The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)
- 2) The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)
- 3) A Caltrans encroachment permit shall be required for all work within Caltrans road right-of-way.
- 4) The driveway approach shall be improved in accordance with Caltrans Standards prior to issuance of the occupancy permit.
- 5) The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)
- 6) A copy of the Final Site Plan shall be submitted prior to release of building permit.
- 7) Permit Registration Documents (PRD's) shall be filed with the State Water Resources Control Board (SWRCB) to comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification (VDID) Number issued by SWRCB shall be submitted to the Department of Public Works for the file. Contact SWRCB at (916) 341-5537 for further information. Coverage under the SWRCB General Construction Permit Order 2009-0009-DWQ shall be maintained throughout the duration of all phases of the project.
- 8) The owner shall execute an Irrevocable Offer to Dedicate to Caltrans for an additional 22.5 feet for State Route 120 across the parcel's frontage prior to issuance of the occupancy permit.
- 9) Prior to issuance of the occupancy permit the applicant shall provide written verification from Caltrans that the following State Route 120 frontage improvements have been completed:
 - a) Construct a continuous two-way left turn lane between Ideal Parkway/project entrance and Comconex Road. The two-way left turn lane should be designed

PA-1800112 (GP), -156 (ZR) & -300 (UP)

according to the Caltrans Highway Design Manual, Sixth Edition, Chapter 300, Section 405.2, Left Turn Channelization.

- b) Construct an eastbound deceleration lane at the project's main entrance. The deceleration lane should be designed according to the Caltrans Highway Design Manual, Sixth Edition.
- 10) Provide an operational analysis displaying off-tracking for all turning movements off of and onto State Route 120 to Caltrans for review and approval. The turning templates must be based on Highway Design Manual Topic 404 Page 400-10 (Figure 404.5A and 404.5D) and must specify what types of trucks will be used at the project site. A copy of the analysis and notification of approval must be submitted to Public Works for the file prior to issuance of the building permit.

JR: CH



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Department of Public Works

Fritz Buchman, Interim Director of Public Works

Alex Chetley, Interim Deputy Director/Development

Jim Stone, Deputy Director/Operations

Najee Zarif, Interim Deputy Director/Engineering

Kristi Rhea, Public Works Business Administrator

June 11, 2024

MEMORANDUM

TO: Community Development Department
CONTACT PERSON: Alisa Goulart

FROM: Shayan Rehman, Engineering Services Manager ^{SR}
Development Services Division

SUBJECT: PA-1800112, -156 & -300; A General Plan Map Amendment application to amend the land use designation of a 10.0 acre parcel from General Agriculture (A/G) to Truck Terminal (I/T); a Zoning Reclassification application to rezone the same parcel from General Agriculture, 40-acre minimum, (AG-40) to Truck Terminal (I-T); and a Use Permit application to establish a truck terminal on the same parcel to include construction of a 4,800 square foot shop, a 4,800 square foot transfer dock, a 3,500 square foot office and 109 truck/trailer parking spaces to lease; located on the south side of East State Route 120, 0.9 miles east of State Route 99, Manteca. (Supervisory District 5)

PROPERTY OWNER: Global Carrier Inc.

APPLICANT: Same

ADDRESS: 11150 E. State Route 120 Highway, Manteca

APN: 228-030-28

INFORMATION:

The site is not currently located within a Federal Emergency Management Agency Designated Flood Hazard Area.

State Highway 120 has an existing right-of-way width of 80 feet and a planned right-of-way per Caltrans.

REQUIREMENTS:

~~The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:~~

- ~~1. A traffic study shall be required to determine the impacts and mitigation of the proposed project. The developer shall deposit funds with the County for all costs, as estimated by the Department of Public Works Transportation Engineering Division, prior to Department of Public Works preparing or contracting for the required study. (Development Title Section 9-1150.4)~~

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PA-1800112 (GP), -156 (ZR) & -300 (UP)

~~Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.~~

RECOMMENDATIONS:

- 1) The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)
- 2) The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)
- 3) A Caltrans encroachment permit shall be required for all work within Caltrans road right-of-way.
- 4) The driveway approach shall be improved in accordance with Caltrans Standards prior to issuance of the occupancy permit.
- 5) The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)
- 6) A copy of the Final Site Plan shall be submitted prior to release of building permit.
- 7) Permit Registration Documents (PRD's) shall be filed with the State Water Resources Control Board (SWRCB) to comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification (VDID) Number issued by SWRCB shall be submitted to the Department of Public Works for the file. Contact SWRCB at (916) 341-5537 for further information. Coverage under the SWRCB General Construction Permit Order 2009-0009-DWQ shall be maintained throughout the duration of all phases of the project.
- 8) The owner shall execute an Irrevocable Offer to Dedicate to Caltrans for an additional 22.5 feet for State Route 120 across the parcel's frontage prior to issuance of the occupancy permit.
- 9) Prior to issuance of the occupancy permit the applicant shall provide written verification from Caltrans that the following State Route 120 frontage improvements have been completed:
 - a) Construct a continuous two-way left turn lane between Ideal Parkway/project entrance and Comconex Road. The two-way left turn lane should be designed

PA-1800112 (GP), -156 (ZR) & -300 (UP)

according to the Caltrans Highway Design Manual, Sixth Edition, Chapter 300, Section 405.2, Left Turn Channelization.

- b) Construct an eastbound deceleration lane at the project's main entrance. The deceleration lane should be designed according to the Caltrans Highway Design Manual, Sixth Edition.
- 10) Provide an operational analysis displaying off-tracking for all turning movements off of and onto State Route 120 to Caltrans for review and approval. The turning templates must be based on Highway Design Manual Topic 404 Page 400-10 (Figure 404.5A and 404.5D) and must specify what types of trucks will be used at the project site. A copy of the analysis and notification of approval must be submitted to Public Works for the file prior to issuance of the building permit.
- 11) Install a "Trucks Turning Left are Recommended to use State Route 120 to State Route 99" sign at the site exit. Additionally, the property owner shall provide written notice to truck drivers recommending trucks turning left are recommended to use State Route 120 to State Route 99.

SR: GM



Environmental Health Department

Linda Turkatte, REHS, Director

Kasey Foley, REHS, Assistant Director

PROGRAM COORDINATORS

Robert McClellon, REHS

Jeff Carruesco, REHS, RDI

Willy Ng, REHS

Muniappa Naidu, REHS

Michael Kith, REHS

June 5, 2018

To: San Joaquin County Community Development Department
Attention: Stephanie Stowers

From: Naseem Ahmed; (209) 468-3436 ✓
Environmental Health Specialist

RE: **PA-1800112 (GPZR) Pre-application, SU0011793**
11150 E. Hwy 120, Manteca

The following requirements have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified.

- A. A soil suitability/nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to submission of general plan amendment application. (San Joaquin County Development Title, Section 9-1105.2(d)). The fee will be based on the current schedule at the time of payment.

The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.

- B. The existing private water wells shall be tested for the chemical Dibromochloropropane (DBCP) and nitrates with the results submitted to the Environmental Health Department prior to issuance of building permit(s). Samples are to be taken and analyzed by a State-approved laboratory (San Joaquin County Development Title, Section 9-1115.7).
- C. Submit to the Environmental Health Department revised site plans showing the location and configuration of any existing and proposed sewage disposal systems, along with the area required to be reserved for future sewage disposal repair/replacement (area for 100% sewage disposal replacement). The plans shall include the design calculations, including the maximum number of persons the sewage disposal system is proposed to serve. In addition, show on revised plans that the disposal field area will be barricaded so it cannot be driven over, parked on, or used as a storage area. This disposal field area must be used for that specific purpose only, and it cannot contain any underground utility lines (San Joaquin County Development Title, Section 9-1110.4(c)(5)).

- D. Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).
- E. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).
- F. Should the number of non-resident individuals exceed 24 for at least 60 days per year, or the number of service connections exceed four, a yearly permit to operate a public water system will be required by the Environmental Health Department (San Joaquin County Development Title, Section 9-1120.2 and 9-1115.9.).
- G. 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) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases).
 - a. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – **Hazardous Waste Program** (Health & Safety Code (HSC) Sections 25404 & 25180 et sec.)
 - b. Onsite treatment of hazardous waste – **Hazardous Waste Treatment Tiered Permitting Program** (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)
 - c. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – **Hazardous Materials Business Plan Program** (HSC Sections 25508 & 25500 et sec.)
 - d. Any amount of hazardous material stored in an Underground Storage Tank – **Underground Storage Tank Program** (HSC Sections 25286 & 25280 et sec.)
 - i. If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.
 - ii. Additionally, an EHD UST permit to operate is required once the approved UST system is installed.

- e. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – **Aboveground Petroleum Storage Program** (HSC Sections 25270.6 & 25270 et sec.)
 - i. **Spill Prevention, Countermeasures and Control (SPCC) Plan requirement**
- f. Threshold quantities of regulated substances stored onsite - **California Accidental Release Prevention (CalARP) Program** (Title 19, Section 2735.4 & HSC Section 25531 et sec.)
 - i. **Risk Management Plan requirement for covered processes**



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Environmental Health Department

Linda Turkatte, REHS, Director

Kasey Foley, REHS, Assistant Director

PROGRAM COORDINATORS

Robert McClellon, REHS

Jeff Carruesco, REHS, RDI

Willy Ng, REHS

Muniappa Naidu, REHS

Michael Kith, REHS

December 26, 2018

To: San Joaquin County Community Development Department
Attention: Alisa Goulart

From: Naseem Ahmed; (209) 468-3436
Environmental Health Specialist

RE: **PA-1800300 (UP), SU0012077**
11150 E. Hwy 120, Manteca

The following requirements have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified.

- A. Submit a soil suitability and nitrate loading addendum study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to issuance of building permit(s). (San Joaquin County Development Title, Section 9-1105.2(d)). The fee will be based on the current schedule at the time of payment.
- B. The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.
- C. Submit to the Environmental Health Department revised site plans showing the location and configuration of any existing and proposed sewage disposal systems, along with the area required to be reserved for future sewage disposal repair/replacement (area for 100% sewage disposal replacement). The plans shall include the design calculations, including the maximum number of persons the sewage disposal system is proposed to serve. In addition, show on revised plans that the disposal field area will be barricaded so it cannot be driven over, parked on, or used as a storage area. This disposal field area must be used for that specific purpose only, and it cannot contain any underground utility lines (San Joaquin County Development Title, Section 9-1110.4(c)(5)).
- D. Construction or repair of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development based on the Soil Suitability and Nitrate Loading Study findings (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).
- E. If floor drains are required, they must be plumbed through a sand/oil separator and discharged to an above ground system approved by the Environmental Health Department. A registered engineer must design this system. The material collected in the above ground holding system must be analyzed for hazardous constituents prior to disposal. Specific test

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requirements may be obtained from the Environmental Health Department. The fee will be based on the current schedule at the time of payment.

- F. Should the number of non-resident individuals exceed 24 for at least 60 days per year, or the number of service connections exceed four, a yearly permit to operate a public water system will be required by the Environmental Health Department (San Joaquin County Development Title, Section 9-1120.2 and 9-1115.9.).
- G. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).
- H. 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) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases).
1. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – **Hazardous Waste Program** (Health & Safety Code (HSC) Sections 25404 & 25180 et sec.)
 2. Onsite treatment of hazardous waste – **Hazardous Waste Treatment Tiered Permitting Program** (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)
 3. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – **Hazardous Materials Business Plan Program** (HSC Sections 25508 & 25500 et sec.)
 4. Any amount of hazardous material stored in an Underground Storage Tank – **Underground Storage Tank Program** (HSC Sections 25286 & 25280 et sec.)
 - If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.
 - Additionally, an EHD UST permit to operate is required once the approved UST system is installed.
 5. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – **Aboveground Petroleum Storage Program** (HSC Sections 25270.6 & 25270 et sec.)
 - **Spill Prevention, Countermeasures and Control (SPCC) Plan requirement**
 6. Threshold quantities of regulated substances stored onsite - **California Accidental Release Prevention (CalARP) Program** (Title 19, Section 2735.4 & HSC Section 25531 et sec.)
 - **Risk Management Plan requirement for covered processes**



Environmental Health Department

Jasjit Kang, REHS, Director

Muniappa Naidu, REHS, Assistant Director

PROGRAM COORDINATORS

Jeff Carruesco, REHS, RDI

Willy Ng, REHS

Steven Shih, REHS

Elena Manzo, REHS

Natalia Subbotnikova, REHS

April 26, 2024

To: San Joaquin County Community Development Department
Attention: Alisa Goulart

From: Rena' LeRoy; (209) 616-3021 
Environmental Health Specialist

RE: **PA-1800112, -156, -300 (GP, ZR, UP), Application Referral, SU0013615, -16, & -17
11150 E. State Route 120, Manteca**

The following requirements have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified.

- 1) Submit a soil suitability and nitrate loading addendum study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to issuance of building permit(s). (San Joaquin County Development Title, Section 9-1105.2(d)). The fee will be based on the current schedule at the time of payment.

Note: EHD has reviewed and approved a surface subsurface contamination addendum report (Service Request #SR0079508) submitted on June 2, 2020.

- 2) The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.
- 3) Submit to the Environmental Health Department revised site plans showing the location and configuration of any existing and proposed sewage disposal systems, along with the area required to be reserved for future sewage disposal repair/replacement (area for 100% sewage disposal replacement). The plans shall include the design calculations, including the maximum number of persons the sewage disposal system is proposed to serve. In addition, show on revised plans that the disposal field area will be barricaded so it cannot be driven over, parked on, or used as a storage area. This disposal field area must be used for that specific purpose only, and it cannot contain any underground utility lines (San Joaquin County Development Title, Section 9-1110.4(c)(5)).
- 4) Construction or repair of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development

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based on the Soil Suitability and Nitrate Loading Study findings (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).

- 5) Should the number of non-resident individuals exceed 24 for at least 60 days per year, or the number of service connections exceed four, a yearly permit to operate a public water system will be required by the Environmental Health Department (San Joaquin County Development Title, Section 9-1120.2 and 9-1115.9.).
- 6) Submit Water Provision Declaration form to the Environmental Health Department for review.
- 7) If floor drains are required, they must be plumbed through a sand/oil separator and discharged to an above ground system approved by the Environmental Health Department. A registered engineer must design this system. The material collected in the above ground holding system must be analyzed for hazardous constituents prior to disposal. Specific test requirements may be obtained from the Environmental Health Department. The fee will be based on the current schedule at the time of payment.
- 8) Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).
- 9) 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) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases).
 - a) Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – **Hazardous Waste Program** (Health & Safety Code (HSC) Sections 25404 & 25180 et sec.)
 - b) Onsite treatment of hazardous waste – **Hazardous Waste Treatment Tiered Permitting Program** (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)
 - c) Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – **Hazardous Materials Business Plan Program** (HSC Sections 25508 & 25500 et sec.)
 - d) Any amount of hazardous material stored in an Underground Storage Tank – **Underground Storage Tank Program** (HSC Sections 25286 & 25280 et sec.)
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 - ii) Additionally, an EHD UST permit to operate is required once the approved UST system is installed.

- e) Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – **Aboveground Petroleum Storage Program** (HSC Sections 25270.6 & 25270 et sec.)
- i) **Spill Prevention, Countermeasures and Control (SPCC) Plan requirement**
- f) Threshold quantities of regulated substances stored onsite - **California Accidental Release Prevention (CalARP) Program** (Title 19, Section 2735.4 & HSC Section 25531 et sec.)
- i) **Risk Management Plan requirement for covered processes**

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194



*Serious Drought!
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October 16, 2018

**10-SJ-120-PM 007.198
PA-1800112 (GP)
PA-1800156 (ZR)
Global Carriers, Inc**

Alisa Goulart
San Joaquin County
Community Development Dept.
1810 East Hazelton Avenue
Stockton, CA 95205

Dear Ms. Goulart:

The California Department of Transportation appreciates the opportunity to have reviewed the proposed General Plan Map Amendment and Zoning Reclassification to amend the zoning classification of 11150 East State Route 120, Manteca from General Agriculture to Truck Terminal. The Department has the following comments:

- Caltrans has no objection to the proposed change in zoning classification. However, any further development of this project must be submitted to Caltrans for further review.
 - A traffic impact study (TIS) will be required to determine this proposed project's near-term and long-term impacts to State facilities – both existing and proposed – and to propose appropriate mitigation measures. This study must be submitted to Caltrans for review prior to project approval.
 - The driveway will have to be improved to meet Caltrans standards.
 - Other improvements may be required based on our review of the Traffic Impact Study.

If you have any questions or would like to discuss our comments in more detail, please contact Nicholas Fung at (209) 948-7190 or myself at (209) 941-1921.

Sincerely,


FOR

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

"Caltrans improves mobility across California"

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194



*Making Conservation
a California Way of Life.*

December 20, 2018

**10-SJ-120-PM 007.198
PA-1800300 (UP)
Global Carriers, Inc**

Alisa Goulart
San Joaquin County
Community Development Dept.
1810 East Hazelton Avenue
Stockton, CA 95205

Dear Ms. Goulart:

The California Department of Transportation appreciates the opportunity to have reviewed the Use Permit Application PA-1800300, proposing a truck terminal with 142 spaces at 11150 East State Route 120, Manteca. This application is tied to PA-1800112 (GP) and PA-1800156 (ZR), which the Department previously commented on in a letter dated October 16, 2018. The Department has the following comments:

- As stated in our previous letter, a traffic impact study (TIS) will be required to determine this proposed project's near-term and long-term impacts to State facilities – both existing and proposed – and to propose appropriate mitigation measures. This study and accompanying electronic files must be submitted to Caltrans for review prior to project approval.
 - The TIS must at a minimum include an analysis of the peak hour volumes and operations at the project entrance on SR 120, Austin Rd/SR 120 intersection and the SR 99 / SR 120 interchange ramps.
 - Due to the longer entry and exit times necessary for heavy trucks, the proposed project will increase truck traffic volume and negatively impact highway operations by creating new conflict points and turning movements. The TIS must consider mitigations to address these issues, such as acceleration and deceleration lanes to and from the driveway, left turn lanes, turn pockets, signage, medians etc.
- The two proposed driveways into the site as shown on the Site Plan Sheet A-1 are not acceptable and will create unnecessary conflict points for travelers on the state route. Caltrans would prefer a single access point into the project site.

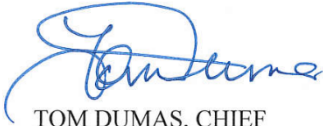
"Caltrans improves mobility across California"

Ms. Goulart
December 20, 2018
Page 2

- The truck turning analysis and site plan provided with the submittal to Caltrans did not include the project access point at SR 120. A proper truck turning analysis for both CA Legal and STAA length trucks showing the off-tracking for all turning movements off and onto SR 120 must be provided to Caltrans for review and comment prior.
 - The truck turning template should be based on Highway Design Manual Topic 404 page 400-10 (Figure 404.5A and 404.5D) and must specify what types of trucks will be used at the project site.
- As stated, the project will dedicate 22.5 feet of additional right of way to the State.
- To accommodate truck traffic the project will need various improvements which must all be built to current Caltrans standards. The project should set back permanent fixtures and buildings approximately 20 feet from the right of way to provide for proper line of sight and a clear recovery zone.
- An Encroachment Permit will be required for work done within the Department's right of way. This work is subject to the California Environmental Quality Act. Therefore, environmental studies may be required as part of the encroachment permits application. A qualified professional must conduct any such studies undertaken to satisfy the Department's environmental review responsibilities. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect the Department's ability to issue a permit for the project. Furthermore, if engineering plans or drawings will be part of your permit application, they should be prepared in standard units.
- Please provide the TIS, updated site plans with proposed modifications and truck turning templates for our review and comment prior to any approval actions of this project.

We would like to meet with you and the proponent to discuss this project in more detail. To schedule this meeting and discuss our comments further, please contact Nicholas Fung at (209) 948-7190 or myself at (209) 941-1921.

Sincerely,



TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

"Caltrans improves mobility across California"

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194



*Making Conservation
a California Way of Life.*

April 19, 2019

**10-SJ-120-PM 007.198
PA-1800300 (UP)
Global Carriers, Inc**

Alisa Goulart
San Joaquin County
Community Development Dept.
1810 East Hazelton Avenue
Stockton, CA 95205

Dear Ms. Goulart:

The California Department of Transportation appreciates the opportunity to have reviewed the site plan proposing a truck terminal with 142 spaces at 11150 East State Route 120, Manteca. No STAA trucks will be used at this site. This application is tied to PA-1800112 (GP) and PA-1800156 (ZR). The Department has the following comments:

- On October 16, 2018, Caltrans sent the County a letter informing them that a Traffic Impact Study would be required for a truck terminal at this location. On December 20, 2018, Caltrans sent the County a second letter stating that a Traffic Impact Study as well as truck turning templates must be submitted to Caltrans for review and comment. To date, Caltrans has not received any of these items. Caltrans requires that the County take no action to approve this project until all comments from our December 20, 2018 letter have been addressed.
- A traffic impact study (TIS) will be required to determine this proposed project's near-term and long-term impacts to State facilities – both existing and proposed – and to propose appropriate mitigation measures. This study and accompanying electronic files must be submitted to Caltrans for review prior to project approval.
 - The TIS must at a minimum include peak hour volumes at the project entrance on SR 120, Austin Rd/SR 120 intersection, and the SR 99/SR 120 interchange ramps.
 - Due to the longer entry and exit times necessary for heavy trucks, the proposed project will increase truck traffic volume and negatively impact highway operations by creating new conflict points and turning movements. The TIS must consider mitigations to address these issues, such as acceleration and deceleration lanes to and from the driveway, left turn lanes, turn pockets, signage, medians etc.

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Ms. Goulart
April 19, 2019
Page 2

- A proper truck turning analysis at the project access point for both CA Legal and STAA length trucks showing the off-tracking for all turning movements off and onto SR 120 must be provided to Caltrans for review and comment prior to project approval.
 - The truck turning template should be based on High Design Manual Topic 404 page 400-10 (Figure 404.5A and 404.5D) and must specify what types of trucks will be used at the project site.
- As stated, the project will dedicate 22.5 feet of additional right of way to the State.
- To accommodate truck traffic the project will need various improvements which must all be built to current Caltrans standards. The project should set back permanent fixtures and buildings approximately 20 feet from the right of way to provide for proper line of sight and a clear recovery zone.
- An Encroachment Permit will be required for work (if any) done within the Department's right of way. This work is subject to the California Environmental Quality Act. Therefore, environmental studies may be required as part of the encroachment permits application. A qualified professional must conduct any such studies undertaken to satisfy the Department's environmental review responsibilities. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect the Department's ability to issue a permit for the project. Furthermore, if engineering plans or drawings will be part of your permit application, they should be prepared in standard units.

If you have any questions or would like to discuss our comments in more detail, please contact Nicholas Fung at (209) 948-7190 or myself at (209) 941-1921.

Sincerely,



TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

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California Department of Transportation

OFFICE OF THE DISTRICT 10 DIRECTOR
P.O. BOX 2048 | STOCKTON, CA 95201
(209) 948-7943 | FAX (209) 948-7179 TTY 711
www.dot.ca.gov



May 2, 2024

10-SJ-120-PM 07.198
Global Carriers
PA-1800112, PA-1800156,
PA-1800300

Alisa Goulart
San Joaquin County
Community Development Department
1810 E. Hazelton Ave.
Stockton, CA 95205

Dear Ms. Goulart:

The California Department of Transportation appreciates the opportunity to review the proposed truck terminal at 11150 East SR 120, Manteca. The project will have 109 truck/trailer parking spaces, a 4800 square foot transfer dock, a 4800 sf shop, and a 3500 sf office. The project is located south of SR 120 at the terminus of Ideal Parkway, 400 ft west of Hart Lane. The Department has the following comments:

1. Please make the following revisions to the site plan and off-tracking analysis and submit to Caltrans for review and comment prior to project approval.
2. Our previous meeting on August 31, 2023, it was stated that only California Legal trucks will be used at this site, not STAA but this is not stated within the submittal. Please specify what design vehicle is being used for the off-tracking analysis on the provided site plan. A legend showing the dimensioned profile view of the design vehicle needs to be included with the truck off-tracking analysis.
3. The truck swept width (body) line for the truck off-tracking analysis on the provided site plan needs to be darker so it will be easier to review.
4. The truck off-tracking analysis needs to be performed for all ingress and egress movements for the proposed driveway and SR 120. The provided site plan only shows ingress and egress from eastbound SR 120.
5. All proposed roadway improvements from our previous comment letter dated May 18, 2020 need to be included in the Site Plan and truck off-tracking analysis as well.
6. The Site Plan and the truck off-tracking analysis needs to include the location of the limit line and "STOP" pavement marking on the proposed driveway.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Ms. Goulart
May 2, 2024
Page 2

7. Please specify whether the proposed driveway entrance will be always gated or gated only after facility operational hours. If the gate will be always closed, Caltrans recommends moving the entrance gate at least 30' further into the project. This is to ensure that a truck waiting for the gate to be open does not interrupt the traffic flow on SR 120.
8. Per our previous meeting on August 31, 2023, a noise study and lighting plan should be submitted to Caltrans for review and comment prior to project approval.
9. After the project is approved, an Encroachment Permit will be required for work (if any) done within the Department's right of way. This work is subject to the California Environmental Quality Act. Therefore, environmental studies may be required as part of the encroachment permits application. A qualified professional must conduct any such studies undertaken to satisfy the Department's environmental review responsibilities. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect the Department's ability to issue a permit for the project. Furthermore, if engineering plans or drawings will be part of your permit application, they should be prepared in standard units.

If you have any questions or would like to set up a meeting to further discuss this project, please contact me at (209) 483-2582 or Nicholas Fung at (209) 986-1552.

Sincerely,



Tom Dumas
Chief, Office of Metropolitan Planning

"Provide a safe and reliable transportation network that serves all people and respects the environment"

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



April 24, 2024

Alisa Goulart, Project Planner
San Joaquin County Community Development Department
1810 E. Hazelton Avenue
Stockton, California 95202

Dear Ms. Goulart:

This is in response to your comments regarding Application Referral Re-Referral Revised Site Plan, Application Number PA 1800112 (GP), PA 1800156 (ZR), and PA 1800300 (UP) (APN/Address: 228-030-28/11150 E. State Route 120, Manteca) (Supervisory District 3).

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the County of San Joaquin (Community Number 060299), Maps revised October 20, 2016, and Manteca (Community Number 060706), Maps revised October 16, 2009. To locate FIRMs online, visit the Map Service Center (MSC) at <https://msc.fema.gov>. Please note that Manteca, San Joaquin County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

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Alisa Goulart, Project Planner
Page 2
April 24, 2024

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Manteca floodplain manager can be reached by calling Kevin Jorgensen, Director, Department of Engineering, Community Development Department, at (209) 333-6706. The San Joaquin County floodplain manager can be reached by calling Hope Paulin, Management Analyst II, at (209) 468-3605.

If you have any questions or concerns, please do not hesitate to contact Carlos Rendo at carlos.rendo@fema.dhs.gov of the Mitigation staff.

Sincerely,

Edie Lohmann, Acting Branch Chief
Floodplain Management and Insurance Branch

www.fema.gov

Alisa Goulart, Project Planner
Page 3
April 24, 2024

cc:

Kevin Jorgensen, Director, Engineering, Community Development Department, City of Manteca
Hope Paulin, Management Analyst II, County of San Joaquin
Alex Acosta, State of California, Department of Water Resources, North Central Region Office
Kelly Soule, State of California, Department of Water Resources, Sacramento Headquarters
Office
Carlos Rendo, NFIP Planner, DHS/FEMA Region IX
Aaron Clark, Acting Environmental Officer, DHS/FEMA Region IX

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CITY OF MANTECA

COMMUNITY DEVELOPMENT
DEPARTMENT

May 16, 2018

Stephanie Stowers
San Joaquin County
Community Development Department
Development Services Division
1810 East Hazelton Avenue
Stockton, CA. 95205

Subject: Response to Pre-Application Referral (Pre-Application Number PA-1800112) requesting to amend the General Plan land use designation and Zoning Reclassification from A/G (General Agriculture) to I/T (Truck Terminal) and from AG-40 (General Agriculture, 40-acre minimum) to I-T (Truck Terminal) respectively.

Dear Ms. Stowers,

Thank you for the Application Referral dated May 4, 2018. After reviewing the Pre-Application Referral, the City of Manteca Community Development wishes to express the following concerns:

The subject 40-acre property is located along the eastern boundary of the City of Manteca Sphere of Influence. The site is designated by the Land Use Element as UR-CMU (Urban Reserve Commercial Mixed) in the adopted General Plan. The implementing zone of this land use designation is CMU- (Mixed Use Commercial) the CMU zoning district does not allow Truck Terminal. (See Chapter 17.22 of the Manteca Municipal Ordinance Allowed Land Uses and Requirements Page 6 attached.

Manteca General Plan Land Use goals and policies encourage contiguous land uses within the City's boundaries to provide for a logical annexation/expansion when needed. This is further echoed by California state law (Section 65300 GovCode) which requires each city and county to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning" This California Government Code further states that policies of the general plan are intended to underlie most land use decisions.

The proposed truck terminal use does not conform to the City of Manteca General Plan land use designation mentioned above. The City of Manteca will therefore, not support the Pre-Application for General Plan Amendment and the associated Zoning Reclassification leading to the development of a truck terminal.

Sincerely,

Tendai Mtunga
Associate Planner

Attachment: A Copy of Chapter 17.22 of the Manteca Municipal Ordinance Allowed Land Uses and Requirements Page 6

1001 W. CENTER ST. MANTECA, CA 95337 (209) 456-8500 FAX (209) 923-8949
www.ci.manteca.ca.us

Manteca Municipal Code

Up Previous Next Main Collapse Search Print No Frames

Title 17 ZONING

Article II ZONING DISTRICTS, ALLOWED USES, AND DEVELOPMENT STANDARDS

Chapter 17.22 ALLOWED LAND USES AND REQUIREMENTS**17.22.010 Purpose**

The purpose of this Chapter is to establish allowed land uses and requirements for planning entitlements for each of the City's Base Zoning Districts. Allowed uses herein are consistent with and implement the City's General Plan corresponding land use designations as shown in Table 17.22.020-1 (Allowed Uses and Required Entitlements for Manteca's Base Zoning Districts). Chapter 17.28 (Special Purpose Zoning Districts) includes regulations for the City's Special Purpose Zoning Districts, and Chapter 17.30 (Overlay and Combining Zoning Districts Land Use and Development Standards) includes regulations for the City's Overlay and Combining Zoning Districts. (Ord. 1501 § 1, 2011)

17.22.020 Allowed Uses and Required Entitlements

Table 17.22.020-1 (Allowed Uses and Required Entitlements for Manteca's Base Zoning Districts) below identifies allowed uses and corresponding requirements for planning entitlements for all Base Zoning Districts within the City of Manteca other than Special Purpose Zoning Districts [see Chapter 17.28 (Special Purpose Zoning Districts)]. Definitions for the land uses listed herein (use classifications) are provided in Chapter 17.24 (Allowed Use Definitions). See additional use requirements in Article IV (Standards for Specific Land Uses). In the table below, an "A" indicates that the land use is permitted by right, a "C" indicates that the land use is permitted in the designated Zoning District upon issuance of a Conditional Use Permit [pursuant to Section 17.10.130 (Conditional Use Permit)], an "M" indicates that the land use is permitted in the designated Zoning District upon issuance of a Minor Use Permit, and an "N" indicates that the use is not allowed. Except as otherwise provided for in this Title, uses not shown in the table are not permitted.

Zoning district names for the Zoning District symbols used in the table are as follows:

A	Agricultural Zoning District
R-E	Residential Estate Zoning District
R-1	One-Family Dwelling Zoning District
R-2	Limited Multiple-Family Dwelling Zoning District
R-3	Multiple-Family Dwelling Zoning District
CMU	Mixed Use Commercial Zoning District
BIP	Business Industrial Park Zoning District
CN	Neighborhood Commercial Zoning District
CG	General Commercial Zoning District
M1	Light Industrial Zoning District
M2	Heavy Industrial Zoning District
OS	Open Space Zoning District
P	Park Zoning District
PQP	Public/Quasi-Public Zoning District

TABLE 17.22.020-1

ALLOWED USES AND REQUIRED ENTITLEMENTS FOR MANTECA'S BASE ZONING DISTRICTS

Land Use/ Zoning District	A	R-E	R-1	R-2	R-3	CMU	BIP	CN	CG	M1	M2	OS	P	PQP
Residential Uses														
Adult Day Care Home	N	A	A	A	A	M	N	C	C	C	N	N	N	N
Caretaker Housing	A	A	A	A	A	C	N	N	N	C	C	N	N	C
Dwelling, Multi-Family	N	N	N	A	A	A	N	N	N	N	N	N	N	N
Dwelling, Second Unit ¹	A	A	A	A	A	N	N	N	N	N	N	N	N	N
Dwelling, Single-Family	A	A	A	M	M	N	N	N	N	N	N	N	N	N
Dwelling, Two-Family	N	N	N	A	A	N	N	N	N	N	N	N	N	N
Dwelling, Three- and Four-Family	N	N	N	A	A	A	N	N	N	N	N	N	N	N
Emergency Shelter ²	N	N	N	N	N	N	N	C	A	C	N	N	N	N
Employee Housing, Large	A	N	N	N	N	N	N	N	N	N	N	N	N	N
Employee Housing, Small	A	A	A	A	A	A	N	N	N	N	N	N	N	N
Family Day Care Home, Large ¹⁰	A	A	A	A	A	N	N	N	N	N	N	N	N	N
Family Day Care Home, Small	A	A	A	A	A	N	N	N	N	N	N	N	N	N
Group Residential	N	N	N	A	A	A	N	N	N	N	N	N	N	N
Home Occupations ³	A	A	A	A	A	A	N	N	N	N	N	N	N	N
Live-Work Facility	N	N	N	N	N	M	N	N	N	N	N	N	N	N
Mobile Home Park	N	N	N	C	C	N	N	N	N	N	N	N	N	N
Residential Care Facility	N	N	N	C	C	C	N	N	N	N	N	N	N	N
Residential Care Home	A	A	A	A	A	A	N	N	N	N	N	N	N	N
Single-Room Occupancy (SRO) Facility	N	N	N	N	C	N	N	N	N	N	N	N	N	N
Supportive Housing	A	A	A	A	A	A	N	N	A	N	N	N	N	N

http://qcode.us/codes/manteca/view.php?topic=17-ii-17_22&showAll=1&frames=on

7/17/2017

Transitional Housing	A	A	A	A	A	A	N	N	A	C	N	N	N	N
Agricultural and Animal-Related Uses														
Agricultural Tourism	A	N	N	N	N	N	N	N	N	N	N	N	N	N
Animal Husbandry	A	N	N	N	N	N	N	N	N	N	N	N	N	N
Animal Keeping, Domestic Pet	A	A	A	A	A	A	N	N	N	N	N	N	N	N
Animal Keeping, Exotic Animals	A	A	A	A	A	A	N	N	N	N	N	N	N	N
Animal Keeping, Livestock Animals ⁴	A	N	N	N	N	N	N	N	N	N	N	N	N	N
Animal Keeping, Insects	A	A	A	A	A	N	N	N	N	N	N	N	N	N
Animal Keeping, Poultry/Rabbits ⁵	A	A	N	N	N	N	N	N	N	N	N	N	N	N
Animal Sales and Grooming	N	N	N	N	N	A	N	A	A	M	N	N	N	N
Crop Production	A	N	N	N	N	N	N	N	N	N	N	N	N	N
Equestrian Facility, Commercial	A	N	N	N	N	N	N	N	N	N	N	N	N	N
Kennel, Commercial ⁶	C	N	N	N	N	N	N	N	C	C	C	N	N	N
Veterinary Facility ⁷	N	N	N	N	N	A	N	C	A	C	N	N	N	N
Recreation, Resource Preservation, Open Space, Education, and Public Assembly Uses														
Assembly Uses	C	C	C	C	C	C	N	N	C	N	N	N	C	C
Cemetery/Mausoleum	C	C	C	C	C	N	N	N	N	N	N	N	N	C
Community Garden	A	A	A	A	A	M	N	N	N	N	N	A	A	A
Golf Course/Clubhouse ⁸	N	N	N	N	N	N	N	N	N	N	N	N	A	A
Indoor Amusement/Entertainment Facility	N	N	N	N	N	C	C	C	C	C	N	N	N	N
Indoor Fitness and Sports Facility	N	N	N	N	N	A	C	N	A	C	C	N	C	C
Library and Museum	C	C	C	C	C	C	N	N	M	N	N	N	M	A
Outdoor Commercial Recreation	N	N	N	N	N	C	N	N	N	N	N	N	A	A
Outdoor Community Recreation	A	A	A	A	A	A	A	A	A	N	N	A	A	A
Park and Public Plaza	A	A	A	A	A	C	C	C	C	N	N	A	A	A

<http://acode.us/codes/manteca/view.php?topic=17-ii-17.22&showAll=1&frames=on>

7/17/2017

Recreational Vehicle Park	N	N	N	N	N	N	N	N	N	N	N	N	C	P
Resource Protection and Restoration	C	C	C	C	C	N	N	N	N	N	N	A	A	A
Resource-Related Recreation	C	N	N	N	N	N	N	N	N	N	N	A	A	A
School, Equipment/Machinery/Vehicle Training	N	N	N	N	N	N	C	N	C	A	C	N	N	N
School, Specialized Education and Training/Studio	N	N	N	N	N	A	C	A	A	C	N	N	N	C
Theater/Auditorium	N	N	N	N	N	A	N	N	A	N	N	N	N	N
Utility, Transportation, Public Facility, and Communication Uses														
Airport	N	N	N	N	N	N	N	N	N	N	C	N	N	C
Ambulance Service	N	N	N	N	N	C	N	C	C	A	C	N	N	N
Broadcasting and Recording Studio	N	N	N	N	N	C	A	C	C	A	N	N	N	N
Fuel Storage and Distribution	N	N	N	N	N	N	N	N	N	C	A	N	N	N
Heliport	N	N	N	N	N	C	C	C	C	C	C	N	N	C
Park and Ride Facility	N	N	N	N	C	A	A	C	A	A	A	N	N	A
Parking Facility	N	N	N	C	C	A	C	C	A	C	C	N	N	A
Public Safety Facility	C	C	C	C	C	A	A	A	A	A	A	A	A	A
Transit Facility	N	N	N	N	N	N	C	C	A	C	A	N	N	A
Transit Station/Terminal	N	N	N	N	N	C	C	C	C	C	C	N	N	A
Utility Facility and Infrastructure	A	A	A	A	A	A	A	A	A	A	A	N	N	A
Wireless Telecommunication Facility – Major ⁹	C	C	C	C	C	C	C	C	C	C	C	N	C	C
Wireless Telecommunication Facility – Minor ⁹	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Retail, Service, and Office Uses														
Adult Day Health Care Center	N	N	N	N	N	C	N	N	C	N	N	N	N	N
Adult-Oriented Business ¹⁰	N	N	N	N	N	N	N	N	C	N	N	N	N	N

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7/17/2017

Alcoholic Beverage Sales	N	N	N	N	N	A	N	C	A	C	N	N	N	N
Bar/Nightclub	N	N	N	N	N	C	N	N	C	N	N	N	N	N
Bed and Breakfast Inn	N	N	N	N	C	A	N	N	N	N	N	N	N	N
Building Materials Store/ Yard	N	N	N	N	N	N	N	N	A	A	A	N	N	N
Business Support Services ¹¹	N	N	N	N	N	A	A	M	A	M	N	N	N	N
Child Day Care Center ¹²	C	C	C	C	C	A	C	A	A	N	N	N	N	N
Convenience Store	N	N	N	N	N	A	N	A	A	N	N	N	N	N
Drive-In and Drive-Through Use ¹³	N	N	N	N	N	M	N	M	M	N	N	N	N	N
Equipment Sales and Rental	N	N	N	N	N	N	N	N	M	A	A	N	N	N
Grocery Store/ Supermarket	N	N	N	N	N	A	N	A	A	N	N	N	N	N
Home Improvement Supplies	N	N	N	N	N	A	N	A	A	M	N	N	N	N
Hotel and Motel ¹⁴	N	N	N	N	N	A	N	N	A	N	N	N	N	N
Maintenance and Repair of Small Equipment	N	N	N	N	N	A	N	N	A	A	M	N	N	N
Massage Therapy ¹⁵	N	N	N	N	N	A	N	A	A	N	N	N	N	N
Medical Services, Extended Care	N	N	N	C	C	C	N	N	C	N	N	N	N	N
Medical Services, General	N	N	N	N	N	A	N	A	A	N	N	N	N	N
Medical Services, Hospital	C	C	C	C	C	C	N	C	C	N	N	N	N	N
Mortuary/Funeral Home	N	N	N	N	N	A	N	C	A	N	N	N	N	N
Neighborhood Market	N	N	N	N	N	A	N	A	A	N	N	N	N	N
Office, Business and Professional	N	N	N	N	N	A	A	A	A	N	N	N	N	N
Personal Services	N	N	N	N	N	A	N	A	A	N	N	N	N	N
Restaurant	N	N	N	N	N	A	M	A	A	N	N	N	N	N
Retail, General	N	N	N	N	N	A	N	A	A	N	N	N	N	N

http://acode.us/codes/manteca/view.php?topic=17-ii-17_22&showAll=1&frames=on

7/17/2017

Tobacco Related Uses ¹⁸	N	N	N	N	N	C	N	N	C	N	N	N	N	N
Automobile and Vehicle Uses														
Auto and Vehicle Rental	N	N	N	N	N	M	N	N	M	M	N	N	N	N
Auto and Vehicle Sales	N	N	N	N	N	C	N	C	M	M	N	N	N	N
Auto and Vehicle Storage	N	N	N	N	N	N	N	N	N	M	A	N	N	N
Auto Parts Sales	N	N	N	N	N	A	N	A	A	M	N	N	N	N
Auto Vehicle Dismantling	N	N	N	N	N	N	N	N	N	C	C	N	N	N
Car Washing and Detailing	N	N	N	N	N	A	N	M	A	C	N	N	N	N
Fueling Station	N	N	N	N	N	M	N	M	M	N	N	N	N	N
Vehicle Services – Major	N	N	N	N	N	N	M	N	M	A	N	N	N	N
Vehicle Services – Minor	N	N	N	N	N	M	M	M	M	A	N	N	N	N
Industrial, Manufacturing, and Processing Uses														
Agricultural Products Processing	A	N	N	N	N	N	N	N	N	M	A	N	N	N
Freight Yard/Truck Terminal	N	N	N	N	N	N	N	N	N	A	A	N	N	N
Manufacturing, Major ¹⁶	N	N	N	N	N	N	N	N	N	C	A	N	N	N
Manufacturing, Minor	N	N	N	N	N	N	M	N	N	A	A	N	N	N
Manufacturing, Small Scale	N	N	N	N	N	M	A	M	A	A	M	N	N	N
Recycling Facility – Collection ¹⁷	N	N	N	N	N	A	M	M	A	A	A	N	N	N
Recycling Facility – Processing	N	N	N	N	N	N	N	N	N	C	A	N	N	N
Recycling Facility – Scrap and Dismantling	N	N	N	N	N	N	N	N	N	C	A	N	N	N
Research and Development	N	N	N	N	N	N	A	N	M	A	M	N	N	N
Storage, Personal Storage Facility	N	N	N	N	N	N	C	N	C	A	A	N	N	N

Storage, Warehouse	N	N	N	N	N	N	C	N	N	A	A	N	N	N
Storage, Yard	N	N	N	N	N	N	N	N	N	A	A	N	N	N
Wholesaling and Distribution	N	N	N	N	N	N	C	N	N	A	A	N	N	N

Notes:

1. See additional regulations for Second Dwelling Units in Chapter 17.02.
2. See additional regulations for Emergency Shelters in Chapter 17.03.
3. See additional regulations for Home Occupations in Chapter 17.05.
4. Minimum 2 acres for the first horse, then 1 additional acre for each additional horse. Stables and paddocks shall be located on the rear half of the lot a minimum of 20 feet to any lot line and a minimum of 40 feet from any dwelling on the same or adjoining property.
5. Minimum of 1,000 square feet per animal.
6. 200-foot minimum setback from all property lines.
7. Where veterinary facilities include any outdoor uses, such facilities shall maintain a minimum 50-foot setback from any residential district, restaurant, or hotel or motel. However, this minimum separation standard may be reduced where an applicant produces a noise analysis by a qualified acoustical professional to demonstrate that the proposed noise source will meet all of the City's adopted noise standards for nearby residences.
8. Minimum 20-foot setback; 25-foot setback when adjacent to a residential Zoning District.
9. See additional regulations for Wireless Telecommunication Facilities in Chapter 17.35.
10. See additional regulations for Adult-Oriented Businesses in Chapter 17.70.
11. Business occupying more than 25,000 square feet shall require approval of a Minor Use Permit to ensure that potential impacts associated with the larger business (e.g., noise, odor) are mitigated to a less than significant level.
12. Minimum 10,000 square feet of lot area.
13. See additional regulations for Drive-In and Drive-Through Facilities in Chapter 17.74.
14. Minimum lot size of 20,000 square feet.
15. See additional regulations for Massage Therapy in Chapter 17.86.
16. 1,000-foot minimum setback from any residential Zoning District.
17. Facilities located within 150 feet of a property zoned or used residential shall operate only during the hours of 9:00 a.m. and 5:00 p.m.
18. One hundred-foot minimum distance from any school.
19. See additional regulations for Family Day Care Home, Large under Section 17.10.03 Zoning conformance approval.

(Ord. 1571 § 1, 2015; Ord. 1558 § 1, 2015; Ord. 1546 § 1, 2014; Ord. 1501 § 1, 2011)

View the [mobile version](#).



CITY OF MANTECA

DEVELOPMENT SERVICES DEPARTMENT—PLANNING

May 2, 2024

Via U.S. Mail and email to: agoulart@sigov.org; planning@sigov.org

Ms. Alisa Goulart
Associate Planner, County of San Joaquin
Community Development Department
1810 E. Hazelton Avenue
Stockton, CA 95205

Re: Global Carrier, Inc., General Plan Map Amendment to Amend Land Use Designation of a 10.0-acre Parcel from General Agriculture (A/G) to Truck Terminal (I/T); a Zoning Reclassification Application to Rezone the Same Parcel from General Agriculture, 40-acre minimum (AG-40) to Truck Terminal (I-T); and, a Use Permit Application for the Underlying Project to Establish a Truck Terminal on the Same Parcel to Include the Construction of a 4,800-sq.ft. Shop, a 4,800-sq.ft. Transfer Dock, a 3,500-sq.ft. Office and 142 Truck/Trailer Parking Spaces to Lease (the "Project")
Project File Nos.: PA-1800112, PA-1800156, and PA-1800300
APN: 228-030-28
City of Manteca MND Comment Letter

Dear Ms. Goulart,

Thank you for the opportunity to provide comment on the Initial Study/Mitigated Negative Declaration ("IS/MND") for the aforementioned Project. The Project is located just outside the city limits of the City of Manteca ("City") and is outside of the City's Sphere of Influence. Nevertheless, the City recognizes the importance of being a good neighbor to San Joaquin County (the "County") and all neighboring jurisdictions during the planning phases of future projects.

The instant Project is located on State Route 120, an important thoroughfare in the ever-developing City and County landscape. The area surrounding the Project has a variety of general plan and zoning designations, including public/quasi-public, urban reserve-commercial mixed use, and urban reserve-agriculture. The uses on these surrounding the Project include a high school, a storage facility, a mobile home park, and agricultural uses. The Project abuts the eastbound State Route-120 lanes, which take thousands of visitors through Manteca toward Yosemite National Park each year. The uses across

1215 WEST CENTER STREET | MANTECA, CA 95337 | 209.456.8551 | www.manteca.gov

Page 1 of 5

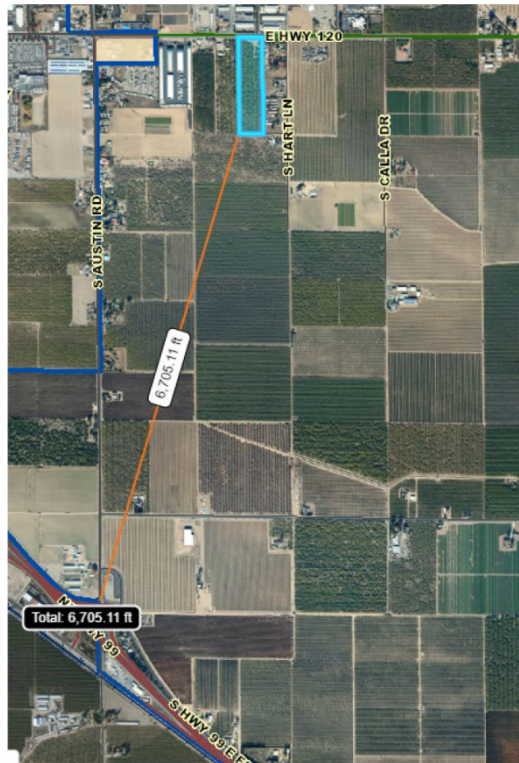


CITY OF MANTECA

DEVELOPMENT SERVICES DEPARTMENT—PLANNING

State-Road 120 are also in the County and include a general plan designation of urban reserve-low density residential and include industrial and office uses.

The City wants to be clear—it is not opposed to the proposed truck terminal Project at the Project site. However, the City does have some concerns given the City's planned and approved uses coming to Austin Road. Austin Road is the closet cross-street to the Project on the west. Austin Road directly intersects Highway 99, with off-and on ramps just over one mile away from the Project site. If traffic wishes to then intersect Highway 99 at Austin Road, traffic will then need to make a second left turn at the stop light at E. Yosemite Avenue/State Route 120 and Austin Road. The entrance to Highway 99 via Austin Road is currently not protected by a traffic light. An aerial from the City's GIS showing this distance using straight-line measurements is below:



1215 WEST CENTER STREET | MANTECA, CA 95337 | 209.456.8551 | www.manteca.gov

Page 2 of 5



CITY OF MANTECA

DEVELOPMENT SERVICES DEPARTMENT—PLANNING

The Project is nearly equidistant to Highway 99 via westbound State Route 120. In order to intersect Highway 99 via State Route 120 traffic leaving the Project site will need to take an unprotected left turn and cross State Route 120. The intersection of State Route 120 and Highway 99 is approximately 1,000 feet closer. An aerial showing that straight-line distance from the City's GIS is below:



Approximately 2,500 feet away from the Project Site is the City's approved Yosemite Square Residential Development (APNs: 228-020-32, 228-020-33, 228-020-37, and 228-020-040). The Yosemite Square Residential Development was annexed into City limits in 1995 and 1997, with the anticipation of development at that time. No development came in the 1990s following annexation. In 2012, the City Council approved a Yosemite Square Master Plan, but again no development came from the approved master plan. A new developer purchased the Yosemite Square Residential Development and brought a modified master plan to the City for approval in late 2022. The City approved the Yosemite Square Residential Development at its March 21, 2023, Regular City Council Meeting by a vote of 5-0. The Yosemite Square Residential Development is an approved 794-unit residential development consisting of low-density residential units and medium-density residential units. An aerial showing the straight-line distance from the Project to the northern-most parcel of the Yosemite Square Residential Development from the City's GIS is below:

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Page 3 of 5



CITY OF MANTECA

DEVELOPMENT SERVICES DEPARTMENT—PLANNING



With 794 approved residential units in City limits, and just a half-mile away from the Project site, the City has unique concerns about truck traffic that may utilize Austin Road to access Highway 99. The City fears that traffic leaving the Project site, particularly truck traffic, will find it easier to access Highway 99 via Austin Road, bringing more heavy truck traffic to a street that will soon serve as the main artery for 794 residential units.

The County Department of Public Works required the applicant to conduct a traffic study to determine the impacts of the Project on the East Yosemite Avenue/State Route 120 and Highway 99 Intersection, the Austin Road and Highway 99 Intersection and the State Route 120 and Ideal Parkway Intersections. The IS/MND notes that the traffic study is dated March 16, 2020—which predates the Yosemite Square Residential Development. The IS/MND further notes that the anticipated trip generation from the Project is 80 trips per day with approximately 36 trips per day being heavy truck traffic. The suggested

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Page 4 of 5



CITY OF MANTECA

DEVELOPMENT SERVICES DEPARTMENT—PLANNING

mitigation measures, while important do not alleviate all of the City's concerns, particularly in regards to the Yosemite Square Residential Development.

The City fears that even with the addition of an improved driveway approach, an additional 22.5 feet of dedication to CalTrans for State Route 120, the continuous two-way left turn land between Idel Parkway and Comconex Road and a eastbound deceleration lane, the concern of truck traffic on Austin Road has not been fully analyzed. The City already receives complaints about truck traffic on Austin Road, and fears that this Project will only exacerbate the number trucks and resulting complaints concerning trucks on Austin Road. The City suggests conditioning the Project to prohibit any truck traffic either entering or leaving the Project from using Austin Road. The City further suggests conditioning the Project such that any trucks entering or exiting the Project must use the Yosemite Avenue/State Route 120 and Highway 99 exit to access Highway 99.

Again, the City would like to reiterate that it is not opposed to the Project. The City would like to work with its jurisdictional neighbor and the Project Applicant to come up with a reasonable solution for both the Applicant and the future residents of the Yosemite Square Residential Development.

The City would like to schedule a meeting with the County to discuss its concerns regarding the Project. Please do not hesitate to contact me and I will be happy to coordinate a meeting with City staff on this matter.

Very Truly Yours,

Barbara Harb

Barbara Harb
Interim Director of Development Services, City of Manteca

cc: Jennifer Jolley, Director, Community Development Department, San Joaquin County (email only to: jjolley@sjgov.org)
Zoey P. Merrill, Deputy County Counsel, San Joaquin County (email only to: zmerrill@sjgov.org)
Kevin L. Jorgensen II, City Engineer, City of Manteca (email only to: kjorgensen@manteca.gov)
Mallorie Fenrich, Senior Planner, City of Manteca (email only to: mfenrich@manteca.gov)
Carl Cahill, Interim Deputy Director of Development Services—Planning, City of Manteca (email only to: ccahill@manteca.gov)
Daniella G. Green, Assistant City Attorney, City of Manteca (email only to: dgreen@manteca.gov)

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Page 5 of 5

DRC COMMENTS/CONDITIONS

Project Name: Global Carrier Inc
File Number: PA-1800300 (UP)
Address: 1112 North Main Street
Date: 12/11/2018
From: Joshua Elliott, Fire Inspector, LMFD

The following list of conditions shall be incorporated into the final construction plans and the construction phases of the project. This list of conditions is not intended to be all-inclusive or a comprehensive listing of all City or district regulations. Please note that additional comments and/or conditions may be added pending the response to the comments noted below and/or changes to the proposed project.

LATHROP-MANTECA FIRE DISTRICT

. General Conditions:

1. The project shall conform to the appropriate edition of the California Fire Code (currently the 2016 edition) and all related standards.
2. Permits shall be obtained from the fire code official. Permit(s) and fees, shall be paid prior to issuance of any and/or all permits. Issued permits shall be kept on the premises designated therein at all times and shall be readily available for inspection by the fire code official. Operational permits are to be renewed on an annual basis.
3. The Fire Department Fire Access Roads and turnarounds shall meet the requirements established by the San Joaquin County Fire Chief's Association.
4. Fire Department Development Fees for all new buildings must be paid in accordance with the City of Lathrop's Ordinance and Resolutions adopting the fee schedule
5. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, a key box is required to be installed in an approved location. The key box shall be of an approved type and shall contain keys to gain necessary access as required by the fire code official. In addition to key box(es), any automatic gates require fire permit and shall have Opticom access ability to provide necessary access for emergency apparatus and comply with LMFD's Gates and Barricades standards.
6. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
7. Other fire & life safety requirements may be required at time of plan review.
8. Final approval is subject to field inspections. Minimum 48 hour notice required prior to any life-safety fire inspections. Other conditions may apply at time of inspections and are subject to correction.

DRC COMMENTS/CONDITIONS

Project Name: Global Carrier Inc
File Number: PA-1800300 (UP)
Address: 1112 North Main Street
Date: 04/04/2019
From: Joshua Elliott, Fire Inspector, LMFD

The following list of conditions shall be incorporated into the final construction plans and the construction phases of the project. This list of conditions is not intended to be all-inclusive or a comprehensive listing of all City or district regulations. Please note that additional comments and/or conditions may be added pending the response to the comments noted below and/or changes to the proposed project.

LATHROP-MANTECA FIRE DISTRICT

. General Conditions:

1. The project shall conform to the appropriate edition of the California Fire Code (currently the 2016 edition) and all related standards.
2. Permits shall be obtained from the fire code official. Permit(s) and fees, shall be paid prior to issuance of any and/or all permits. Issued permits shall be kept on the premises designated therein at all times and shall be readily available for inspection by the fire code official. Operational permits are to be renewed on an annual basis.
3. The Fire Department Fire Access Roads and turnarounds shall meet the requirements established by the San Joaquin County Fire Chief's Association.
4. Approved automatic sprinkler system shall be provided as required in the 2016 California Fire Code Section 903.2. Tenant/Occupant/Owner shall have the responsibility to ensure that the correct fire suppression system is added/modified/tested and accepted by the (AHJ) Fire District. Fire suppression system plans shall be modified under separate fire permit and shall be submitted by a licensed C16 contractor, to the (AHJ) Fire District for review and approval prior to modification. Deferred submittal accepted.
5. An approved fire alarm system shall be installed in accordance with 2016 CFC section 907.2 and 2016 NFPA 72.
6. Fire Department Development Fees for all new buildings must be paid in accordance with the City of Lathrop's Ordinance and Resolutions adopting the fee schedule
7. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, a key box is required to be installed in an approved location. The key box shall be of an approved type and shall contain keys to gain necessary access as required by the fire code official. In addition to key box(es), any automatic gates require fire permit and shall have Opticom access ability to provide necessary access for emergency apparatus and comply with LMFD's Gates and Barricades standards.

8. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
9. Other fire & life safety requirements may be required at time of plan review.
10. Final approval is subject to field inspections. Minimum 48 hour notice required prior to any life-safety fire inspections. Other conditions may apply at time of inspections and are subject to correction.



S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTL) ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Alisa Goulart, San Joaquin County, Community Development Department
From: Laurel Boyd, SJCOG, Inc.
Date: December 14, 2018
Local Jurisdiction Project Title: PA-1800300 (UP)
Assessor Parcel Number(s): 228-030-28
Local Jurisdiction Project Number: PA-1800300 (UP)
Total Acres to be converted from Open Space Use: Unknown
Habitat Types to be Disturbed: Multi-Purpose Open Space (C2) Habitat Land
Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Ms. Goulart:

SJCOG, Inc. has reviewed the application referral for PA-1800300 (UP). This project consists of a Use Permit application for a truck terminal to include construction of a 4,800 square foot shop and a 4,800 square foot transfer dock, the conversion of an existing 1,200 square foot residence into an office, and 142 spaces for truck parking. This application is tied to General Plan Amendment Application No. PA-1800112 (GP) and Zone Reclassification Application No. PA-1800156 (ZR). The project site is on the south side of East State Route 120, one mile east of State Route 99, Manteca (APN/Address: 228-030-28/11150 East State Route 120 Highway, Manteca).

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This project is subject to the SJMSCP and is located within the unmapped land use area. Per requirements of the SJMSCP, unmapped projects are subject to case-by-case review. This can be a 90 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. <http://www.sjcog.org>

After this project is approved by the Habitat Technical Advisory Committee and the SJCOG Inc. Board, the following process must occur to participate in the SJMSCP:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental take Minimization Measures and mitigation requirement:
 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:

- a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
- b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
- c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0600.



S J C O G , I n c .

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other:

FROM: Laurel Boyd, SJCOG, Inc.

DO NOT AUTHORIZE SITE DISTURBANCE DO NOT ISSUE A BUILDING PERMIT DO NOT ISSUE _____ FOR THIS PROJECT

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

- 1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:
 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.
- Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: PA-1800300 (UP)

Landowner/Applicant: Global Carrier, Inc.

Assessor Parcel #: 228-030-28

Local Jurisdiction Contact: Alisa Goulart

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.



SOUTH SAN JOAQUIN
IRRIGATION DISTRICT

October 19, 2018

Alisa Goulart
San Joaquin County
Community Development Dept.
1810 East Hazelton Ave.
Stockton, CA 95205

Re: PA-1800112, -156 (GP, ZR)
Global Carrier Inc.
APN: 228-030-28

Dear Ms. Goulart:

The South San Joaquin Irrigation District provides irrigation service to the property described in the subject application.

Upon review of the materials supplied, there does not appear to be any major concern for the District relative to the proposed application as long as it would not interfere with surrounding agricultural operations or result in drainage into the District's facilities. Applicant shall contact District for approval if said conditions will apply. It is requested that additional information be provided to determine if said conditions will impact agricultural operations should the pre-application be approved.

If irrigation service is no longer possible, or desired, the owner may want to sign a service abandonment agreement in order to avoid water charges for property not capable of receiving water service.

If you have any questions, please contact me in the Engineering Department at (209) 249-4620.

Very truly yours,

Forrest Killingsworth
Engineering Department Manager

*P.O. Box 747, Ripon, CA 95366-0747 (Mailing)
11011 E. Highway 120, Manteca, CA 95336-9750
(209) 249-4600*



SOUTH SAN JOAQUIN
IRRIGATION DISTRICT

December 11, 2018

Alisa Goulart
San Joaquin County
Community Development Dept.
1810 East Hazelton Ave.
Stockton, CA 95205

Re: PA-1800300 (UP)
Global Carrier Inc.
APN: 228-030-28

Dear Ms. Goulart:

The South San Joaquin Irrigation District provides irrigation service to the property described in the subject application.

Upon review of the materials supplied, there does not appear to be any major concern for the District relative to the proposed application as long as it would not interfere with surrounding agricultural operations or result in drainage into the District's facilities. Applicant shall contact District for approval if said conditions will apply. It is requested that additional information be provided to determine if said conditions will impact agricultural operations should the pre-application be approved.

If irrigation service is no longer possible, or desired, the owner may want to sign a service abandonment agreement in order to avoid water charges for property not capable of receiving water service.

If you have any questions, please contact me in the Engineering Department at (209) 249-4620.

Very truly yours,

Forrest Killingsworth
Engineering Department Manager

*P.O. Box 747, Ripon, CA 95366-0747 (Mailing)
11011 E. Highway 120, Manteca, CA 95336-9750
(209) 249-4600*



September 2, 2020

Alisa Goulart
San Joaquin County
Community Development Dept.
1810 East Hazelton Ave.
Stockton, CA 95205

Re: PA-1800112 (GP), PA-1800156 (ZR), PA-1800300 (UP)
Global Carrier Inc.
APN: 228-030-28

Dear Ms. Goulart:

The South San Joaquin Irrigation District provides irrigation service to the property described in the subject application.

Upon review of the materials supplied, there does not appear to be any major concern for the District relative to the proposed application as long as it would not interfere with surrounding agricultural operations or result in drainage into the District's facilities. Applicant shall contact District for approval if said conditions will apply. It is requested that additional information be provided to determine if said conditions will impact agricultural operations should the pre-application be approved.

If irrigation service is no longer possible, or desired, the owner is encouraged to enter into a service abandonment agreement with the District to avoid water charges for property not capable of receiving water service. Prior to construction, any irrigation facilities previously providing service to the subject property should be properly severed from the District's distribution system to prevent any possibility of accidental discharge to the improved property.

*P.O. Box 747, Ripon, CA 95366-0747 (Mailing)
11011 E. Highway 120, Manteca, CA 95336-9750
(209) 249-4600*

If you have any questions, please contact me in the Engineering Department at (209) 249-4620.

Very truly yours,

A handwritten signature in blue ink, appearing to read "F. Killingsworth".

Forrest Killingsworth
Engineering Department Manager

*P.O. Box 747, Ripon, CA 95366-0747 (Mailing)
11011 E. Highway 120, Manteca, CA 95336-9750
(209) 249-4600*

Goulart, Alisa [CDD]

From: Eric McLaughlin <Eric.McLaughlin@valleyair.org>
Sent: Wednesday, April 8, 2020 12:43 PM
To: Goulart, Alisa [CDD]
Cc: Carol Flores
Subject: No Comment: PA-1800300 (UP)
Attachments: PA-1800300 (UP) PUBLIC HEARING W DC WO EDET ReReferral.pdf

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the above referenced project and has no comments to offer at this time.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. To identify District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office (559) 230-5888. Current District rules can be found at www.valleyair.org/rules/1ruleslist.htm.

If you have any questions or require further information, please call the District at (559) 230-6000 and ask to speak to the ISR/CEQA group.

Eric McLaughlin

Air Quality Specialist II (CEQA/Indirect Source Review)
San Joaquin Valley Air Pollution Control District
Tel: 559-230-5808

From: Goulart, Alisa [CDD] <alisa.goulart@sjgov.org>
Sent: Wednesday, April 1, 2020 10:05 AM
To: Carol Flores <Carol.Flores@valleyair.org>
Subject: PA-1800300 (UP)

Good morning Carol,

Thank you for helping me with PA-1900304. Here is another one, a real oldie, that I don't find there was ever a response from APCD. It's been on hold for some time but is active again and I am working on the environmental review.

Does APCD want to respond?

Thanks again for your help Carol.

Alisa Goulart

Associate Planner
Community Development Department
Main Office: (209) 468-3121
Direct: (209) 468-0222
Fax: (209) 468-3163
Please also visit us On-line: <https://www.sjgov.org/commdev>



SAN JOAQUIN
COUNTY
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May 2, 2024

Alisa Goulart
San Joaquin County
Community Development Department
1810 E. Hazelton Avenue
Stockton, CA 95205

Project: Revised Site Plan for Application Numbers PA-1800112, PA-1800156, PA-1800300 (GP, ZR, UP)

District CEQA Reference No: 20240435

Dear Ms. Goulart:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Site Plan (SP) from San Joaquin County (County) for the above project. Per the SP, the project consists of establishing a truck terminal made up of a 4,800 square foot shop, a 4,800 square foot transfer dock, a 3,500 square foot office, and 109 truck/trailer parking spaces to lease on 10 acres (Project). The Project is located at 11150 E. State Route 120 in Manteca, CA (APN: 228-030-28).

The District offers the following comments at this time regarding the Project:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, and PM_{2.5} standards.

Based on information provided to the District, Project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI):
<https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf>.

Samir Sheikh
Executive Director/Air Pollution Control Officer

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

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

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Bakersfield, CA 93308-9725
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1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment.

2) Industrial/Warehouse Emission Reduction Strategies

The District recommends the County incorporate emission reduction strategies that can reduce potential harmful health impacts, such as those listed below:

- Require cleanest available heavy-duty trucks and off-road equipment (see comment 4)
- Require HHD truck routing patterns that limit exposure of residential communities and sensitive receptors to emissions (see comment 3)
- Require minimization of heavy-duty truck idling (see comment 5)
- Require solid screen buffering trees, solid decorative walls, and/or other natural ground landscaping techniques are implemented along the property line of adjacent sensitive receptors
- Orient loading docks away from sensitive receptors unless physically impossible
- Require loading docks a minimum of 300 feet away from the property line of sensitive receptor unless dock is exclusively used for electric trucks
- Incorporate signage and "pavement markings" to clearly identify on-site circulation patterns to minimize unnecessary on-site vehicle travel
- Require truck entries be located on streets of a higher commercial classification
- Require all building roofs are solar-ready
- Require all portions of roof tops that are not covered with solar panels are constructed to have light colored roofing material with a solar reflective index of greater than 78
- Ensure rooftop solar panels are installed and operated to supply 100% of the power needed to operate all non-refrigerated portions of the development project
- Require power sources at loading docks for all refrigerated trucks have "plugin" capacity, which will eliminate prolonged idling while loading and unloading goods
- Incorporate bicycle racks and electric bike plug-ins
- Require the use of low volatile organic compounds (VOC) architectural and industrial maintenance coatings
- Designate an area during construction to charge electric powered construction vehicles and equipment, if temporary power is available
- Prohibit the use of non-emergency diesel-powered generators during construction

- Inform the project proponent of the incentive programs (e.g., Carl Moyer Program and Voucher Incentive Program) offered to reduce air emissions from the Project
- Ensure all landscaping be drought tolerant

3) Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. The Project includes a truck terminal that is expected to generate HHD truck trips.

The District recommends the County evaluate HHD truck routing patterns for the Project, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

4) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. Accordingly, to meet federal air quality attainment standards, the District's ozone and particulate matter attainment plans rely on a significant and rapid transition of HHD fleets to zero or near-zero emissions technologies.

Although the Project is not expected to exceed District significance thresholds, the District recommends that the following measures be considered by the County to reduce Project-related operational emissions:

- *Recommended Measure:* Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.
- *Recommended Measure:* All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

5) Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM_{2.5} and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since the Project is expected to result in HHD truck trips, the District recommends the SP include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors.

6) Vegetative Barriers and Urban Greening

There are residential units located west of the Project, along with Calla High School located west of the Project. The District suggests the County consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units, schools).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

7) Clean Lawn and Garden Equipment in the Community

Since the Project consists of commercial development, gas-powered commercial lawn and garden equipment have the potential to result in an increase of NO_x and PM_{2.5} emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/>.

8) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the County consider incorporating solar power systems as an emission reduction strategy for the Project.

9) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: <https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations>. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

9a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the

District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (209) 557-6446.

9b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 2,000 square feet of commercial space.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510 so that proper mitigation and clean air design under ISR can be incorporated into the Project's design.

Information about how to comply with District Rule 9510 can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview>

The AIA application form can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/>

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

9c) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule

4002 can be found online at: <https://ww2.valleyair.org/compliance/demolition-renovation/>

9d) District Rule 4601 (Architectural Coatings)

The Project may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: <https://ww2.valleyair.org/media/tkgjeusd/rule-4601.pdf>

9e) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: <https://ww2.valleyair.org/media/fm3jrbsq/dcp-form.docx>

Information about District Regulation VIII can be found online at: <https://ww2.valleyair.org/dustcontrol>

9f) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

10) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Dylan Casares by e-mail at Dylan.Casares@valleyair.org or by phone at (559) 230-6574.

Sincerely,

Tom Jordan
Director of Policy and Government Affairs



For: Mark Montelongo
Program Manager



Central Valley Regional Water Quality Control Board

20 December 2018

Alisa Goulart
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

CERTIFIED MAIL
7018 1830 0001 0062 3725

COMMENTS TO REQUEST FOR REVIEW FOR THE APPLICATION REFERRAL, PA-1800300 (UP) PROJECT, SAN JOAQUIN COUNTY

Pursuant to the San Joaquin County Community Development Department's 30 November 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Application Referral* for the PA-1800300 (UP) Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY ScD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley



the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

For more information on the Water Quality Certification, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: https://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/regulatory_information/for_growers/coalition_groups/ or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 11-100 acres are currently \$1,277 + \$8.53/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order.

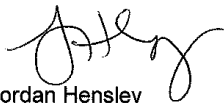
For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
<https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4812 or Jordan.Hensley@waterboards.ca.gov.



Jordan Hensley
Environmental Scientist

Central Valley Regional Water Quality Control Board

23 September 2020

Alisa Goulart
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, PA-1800112, PA-1800156, & PA-1800300 (GP, ZR, UP) PROJECT, SCH#2020080410, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 24 August 2020 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the PA-1800112, PA-1800156, & PA-1800300 (GP, ZR, UP) Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of

KARL E. LONGLEY ScD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

If you have questions regarding these comments, please contact me at (916) 464-4856 or Nicholas.White@waterboards.ca.gov.



Nicholas White
Water Resource Control Engineer

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento



April 11, 2024

Alisa Goulart
County of San Joaquin
1810 E Hazelton Ave
Stockton, CA 95205

Ref: Gas and Electric Transmission and Distribution

Dear Alisa Goulart,

Thank you for submitting PA-1800112, PA-1800156 and PA-1800300 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 24 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches $[24/2 + 24 + 36/2 = 54]$ away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 24 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 24 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. **Buildings and Other Structures:** No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. **Grading:** Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. **Fences:** Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. **Landscaping:** Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. **Reservoirs, Sumps, Drainage Basins, and Ponds:** Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. **Automobile Parking:** Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. **Storage of Flammable, Explosive or Corrosive Materials:** There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.



May 3, 2024

Alisa Goulart
County of San Joaquin
1810 E Hazelton Ave
Stockton, CA 95205

Re: PA-1800112, PA-1800156, PA-1800300
11150 E State Route 120

Dear Alisa Goulart,

Thank you for providing PG&E the opportunity to review the proposed plans for 11150 E State Route 120 dated 4/5/2024. Our review indicates the proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights.

Please note this is our preliminary review and PG&E reserves the right for additional future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to the design, we ask that you resubmit the plans to the email address listed below.

If the project requires PG&E gas or electrical service in the future, please continue to work with PG&E's Service Planning department: <https://www.pge.com/cco/>.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact the PG&E Plan Review Team at pgeplanreview@pge.com.

Sincerely,

PG&E Plan Review Team
Land Management

Public

Goulart, Alisa [CDD]

From: Richard Hawkins <richardh@buenavistatribe.com>
Sent: Thursday, September 3, 2020 11:29 AM
To: Goulart, Alisa [CDD]
Cc: Mike DeSpain
Subject: PA-1800112 (GP); PA-1800156 (ZR); PA-1800300 (UP)

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

September 3, 2020

Ms. Alisa Goulart- Project Planner
Community Development Department
San Joaquin County
1810 Hazelton Avenue
Stockton, CA 95205

Dear Ms. Goulart,

Thank you for the notification dated August 24, 2020 and received by this office September 2, 2020 about application #s PA-1800112 (GP); PA-1800156 (ZR); PA-1800300 (UP) 11150 E. State Route 120 Manteca, CA. It is noted of the plan to file a Mitigated Negative Declaration for the project.

After review of the document and examination of the property using the Google satellite map application, there is no objection by this office for commencement of the project.

If cultural resources are encountered during the project work, Buena Vista Rancheria requests additional notification.

Respectfully,

Richard Hawkins
THPO Coordinator
Buena Vista Rancheria
1418 20th Street, Suite 200
Sacramento, CA 95811
richardh@buenavistatribe.com
Office: (916) 941-0011 ext. 255
Cell: (209) 890-5685
Fax: (916) 941-0012



SAN JOAQUIN
—COUNTY—
Greatness grows here.

Community Development Department

Planning · Building · Code Enforcement · Fire Prevention · GIS

Attachment D **Neighbor Response** **Letters**

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Due to the size of the attachment, the document can be viewed at the following link:

<https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/APD%20Documents/PA-1800300/Staff%20Report%20-%20Attachment%20D.pdf>

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Attachment E

Environmental Document

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Community Development Department

Planning · Building · Neighborhood Preservation

MITIGATED NEGATIVE DECLARATION

TO: ☒ Office of Planning & Research
P. O. Box 3044
Sacramento, California 95812-3044

FROM: San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, California 95205

☒ County Clerk, County of San Joaquin

PROJECT TITLE: General Plan Amendment No. PA-1800112, Zone Reclassification No. PA-1800156, and Use Permit No. PA-1800300.

PROJECT LOCATION: The project site is located on the south side of State Route 120, 0.9 miles east of State Route 99, opposite the southern terminus of Ideal Pkwy., Manteca, San Joaquin County. (APN/Address: 228-030-28 / 11150 E. State Route 120, Manteca) (Supervisory District: 3)

PROJECT DESCRIPTION: General Plan Map Amendment application to amend the land use designation of a 10.0-acre parcel from General Agriculture (A/G) to Truck Terminal (I/T); a Zoning Reclassification application to rezone the same parcel from General Agriculture, 40-acre minimum, (AG-40) to Truck Terminal (I-T); and a Use Permit application for the underlying project to establish a truck terminal on the same parcel to include the construction of a 4,800-square-foot shop; a 4,800-square-foot transfer dock; a 3,500-square-foot office; and 142 truck/trailer parking spaces to lease. (Use Type: Truck Sales and Services -Terminals) The project proposes utilizing an onsite well and an onsite wastewater treatment system, and a retention pond for storm water. The project proposes 1 access driveway off of E. State Route 120.

The Property is zoned AG-40 (General Agriculture, 40-acre minimum) and the General Plan designation is A/G (General Agriculture).

PROPONENT: Global Carrier, Inc.

This is a Notice of Intent to adopt a Mitigated Negative Declaration for this project as described. San Joaquin County has determined that through the Initial Study that contains proposed mitigation measures all potentially significant effects on the environment can be reduced to a less than significant level. The Mitigated Negative Declaration and Initial Study can be viewed on the Community Development Department website at www.sjgov.org/commdev under Active Planning Applications.

Date: August 24, 2020

Contact Person:

Alisa Goulart Phone: (209) 468-0222 FAX: (209) 468-3163 Email: alisa.goulart@sjgov.org

Filed Doc #: 39-08262020-277
08/26/2020 08:52:29 AM
Steve J. Bestolarides
San Joaquin County Clerk

1810 E. Hazelton Avenue | Stockton, California 95205 | (209) 468-3121 | www.sjgov.org/commdev

SEP 30 2020

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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: Global Carrier, Inc.

PROJECT TITLE/FILE NUMBER(S): PA-1800112, PA-1800156, PA-1800300

PROJECT DESCRIPTION: This is a General Plan Map Amendment application to amend the land use designation of a 10.0-acre parcel from General Agriculture (A/G) to Truck Terminal (I/T); a Zoning Reclassification application to rezone the same parcel from General Agriculture, 40-acre minimum, (AG-40) to Truck Terminal (I-T); and, a Use Permit application for the underlying project to establish a truck terminal on the same parcel to include the construction of a 4,800 square foot shop and a 4,800 square foot transfer dock, a 3,500 square foot office, and 142 truck/trailer parking spaces to lease. (Use Type: Truck Sales and Services –Terminals) The project proposes utilizing an onsite well and an onsite wastewater treatment system, and a retention pond for storm water. The project proposes one (1) access driveway off of E. State Route 120.

The project site is located on the south side of State Route 120, 0.9 miles east of State Route 99, opposite the southern terminus of Ideal Parkway, Manteca.

ASSESSORS PARCEL NO.: 228-030-28

ACRES: 10.0

GENERAL PLAN: A/G (General Agriculture)

ZONING: AG-40 (General Agriculture, 40 acre minimum)

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
Structures totaling 13,100 square feet for use as a truck terminal.

SURROUNDING LAND USES:

NORTH: Industrial

SOUTH: Agricultural with scattered residences

EAST: Agricultural with scattered residences

WEST: Agricultural with scattered residences; Industrial; City of Manteca; State Route 99

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 (Traffic Impact Analysis, March 16, 2020, KD Anderson & Associates; Environmental Noise Assessment, August 7, 2020, Saxelby Acoustics LLC). Copies of these reports can be found by contacting the Community Development Department.

TRIBAL CULTURAL RESOURCES:

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

No

PA-1800112, PA-1800156, PA-1800300 – Initial Study

GENERAL CONSIDERATIONS:

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

☐ Yes ☐ No

Nature of concern(s):

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

☐ Yes ☐ No

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

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

☒ Yes ☐ No

City: Manteca

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "**Potentially Significant Impact**" as indicated by the checklist on the following pages.

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

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

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


Signature

8-20-2020
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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I. AESTHETICS.

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

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

Impact Discussion:

- a-b) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with an agricultural designation and zoning to an industrial designation and zoning for use as a truck terminal. The proposed project site is located on E. State Route 120, 0.9 miles east of State Route 99, and adjacent to the Urban Community of Manteca. State Route 120, from State Route 99 east to the subject parcel, is developed with commercial and industrial uses. Pursuant to San Joaquin County General Plan 2035 Natural and Cultural Resources Element Figure NCR-1 (page 3.4-13), E. State Route 120 is not a designated Scenic Route. Therefore the project's impact on a scenic vista or scenic resources is expected to be less than significant.
- c) The proposed project site is located on E. State Route 120, adjacent to the Urban community of Manteca. State Route 120, from State Route 99 east to the subject parcel, is developed with commercial and industrial uses. Therefore the project's impact on a non-urbanized area is expected to be less than significant.
- d) The project would develop a parcel that is currently planted with an orchard with a truck terminal which could result in the creation of a new source of light. However, the project will comply with applicable Development Title policies to minimize lighting impacts. Conditions placed on the project include requirements that parking lot lighting be on a time clock or photo-sensor system and to be designed to confine direct rays to the premises to prevent light spillover beyond the property line so as not to be a nuisance to adjacent lots. Additionally, lighting must be designed so as not to be hazardous to vehicles traveling on E. State Route 120. These conditions will ensure that impacts from lighting will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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II. AGRICULTURE AND FORESTRY RESOURCES.

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

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

Impact Discussion:

- a) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with an agricultural designation and zoning to an industrial designation and zoning for use as a truck terminal. The subject property is identified as Farmland of Statewide Importance on maps provided by the California Department of Conservation's Farmland Mapping and Monitoring Program. Therefore, the project would result in converting Farmland of State Importance to nonagricultural use. Pursuant to Development Title Section 9-1080.3(a)(1), agricultural mitigation is required for a General Plan Map Amendment that changes the designation of any land from an agricultural to a non-agricultural use and a Zone Reclassification that changes the permitted uses from agriculture to a non-agricultural use, regardless of the General Plan designation. Agricultural mitigation can be satisfied through the direct provision of agricultural mitigation land which requires granting a farmland conservation easement or other farmland conservation mechanism to or for the benefit of a Qualifying Agent. The number of acres of agricultural mitigation land must be at

least equal to the number of acres that will be changed to a nonagricultural use (a 1:1 ratio). (Development Title Section 9-1080.3(c)). Alternatively, if the applicant is unable to obtain such easement or other preservation instrument, the Board may grant the applicant the option of paying an in-lieu fee which is used by the Qualifying Agent to acquire interests in land and administering, monitoring and enforcing the preservation of the land. Pursuant to Development Title Section 9-1080.3(f), submission of the required legal instrument or payment of the in-lieu fee shall occur at the time of grading permit or building permit issuance for future development. The applicant will be required to comply with the agricultural mitigation requirement, therefore the projects' impact from converting land from an agricultural use to a non-agricultural use is expected to be mitigated to less than significant.

- b) The proposed project will not conflict with existing zoning for agricultural use because the project proposes converting a parcel with the General Agricultural map designation and zoning to an Industrial designation and zoning. The underlying project, a truck terminal, will comply with the requested map designation and zoning. The subject parcel is not under a Williamson Act contract.
- c-d) The subject parcel is not zoned for forest land, timberland, or timberland production therefore, the project will have not conflict with this zoning nor will it result in the loss of forest land.
- e) No other changes in the existing environment which could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use are anticipated.

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐	☐

Impact Discussion:

- a-d) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with the General Agricultural designation and zoning to an Industrial designation and zoning for use as a Truck Terminal. The San Joaquin Valley Air Pollution Control District (APCD) has been established by the State in an effort to control and minimize air pollution. The project was referred to the APCD for review on April 1, 2020. APCD responded on April 8, 2020 that, having reviewed the project, the agency had no comments. Therefore, any impacts to air quality 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
<u>IV. BIOLOGICAL RESOURCES.</u>					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐	☐

Impact Discussion:

- a-e) The California Department of Fish and Wildlife Natural Diversity Database lists *agelaius tricolor* (tricolored blackbird) and *lytta moesta* (moestan blister beetle) 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's response to this project, dated December 14, 2018, stated 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.

V. CULTURAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐	☐

Impact Discussion:

- a-b) Any impact the proposed project will have on Cultural Resources will be less than significant as there are no resources on the project site that are listed or are eligible for listing on a local register, the California Register of Historic Places, or National Register of Historic Places.
- 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
<u>VI. ENERGY.</u>					
Would the project:					
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	☐

Impact Discussion:

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

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

Impact Discussion:

- a) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with the General Agricultural designation and zoning to an Industrial designation and zoning for use as a Truck Terminal. Pursuant to the California Earthquake Hazards Zone Application, the project parcel is not located in an earthquake hazard zone. The project will have to comply with the California Building Code (CBC) which includes provisions for soils reports for grading and foundations as well as design criteria for seismic loading and other geologic hazards based on fault and seismic hazard mapping. All recommendations from a soils report must be incorporated into the construction plans. Therefore, impacts to seismic-related (or other) landslide hazards will be less than significant.
- b) The project will 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-d) The project site is relatively flat terrain where landslides have not historically been an issue and the soil is not considered to be expansive. A soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. Therefore, any risks resulting from being located on an unstable unit will be reduced to less than significant.
- e) The project will be served by an onsite septic tank or alternative wastewater disposal system for the disposal of waste water. The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County. A percolation test, performed under permit and inspection by the Environmental Health Department, is required. After a successful percolation test, the onsite wastewater treatment system will be evaluated prior to issuance of a building permit. With these standards in place, only soils capable of adequately supporting the use of septic tanks will be approved for the septic system.
- f) The project area has not been determined to contain significant historic or prehistoric archeological artifacts that could be disturbed by project construction, therefore, damage to unique paleontological resources or sites or geologic features is anticipated to be less than significant.

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Impact Discussion:

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<u>IX. HAZARDS AND HAZARDOUS MATERIALS.</u>					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐	☐

Impact Discussion:

- a-c) The proposed project includes construction of a truck terminal with a shop for truck repairs. Hazardous materials such as engine motor oil, antifreeze coolant, propane, nitrogen gas, and diesel fuel may be used and stored on site. The San Joaquin County Environmental Health Department (EHD) requires the owner/operator to report to the California Environmental Reporting System (CERS) before any hazardous materials/waste can be stored or used onsite. The existing regulatory framework for the use and storing of any hazardous materials will ensure any impact is less than significant.
- d) The project site is not listed as a hazardous materials site on the California Department of Toxic Substances Control EnviroStor database map, compiled pursuant to Government Code 65962.5 and, therefore, will not result in creating a significant hazard to the public or the environment.
- e) The project site is not located within an airport land use plan or within two mile of an airport. The nearest airport is the Stockton Metropolitan Airport, located approximately 7.25 miles to the northwest. Therefore, impacts resulting from

airport noise levels to people in the project area are expected to be less than significant.

- f) The project site is located on State Route 120 and is adjacent to the Urban community of Manteca. Pursuant to a traffic impact analysis performed for the project, truck traffic leaving the project site is anticipated to be a maximum of nine (9) trips per hour. Therefore, the project is not expected to generate enough traffic to create traffic congestion that would interfere with the execution of an emergency plan.
- g) The project location is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

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

Impact Discussion:

- a-b) The proposed project includes the construction of a truck terminal. The project will be served by an onsite wastewater treatment system (OWTS). Construction of an OWTS is required to be under permit and inspection by the Environmental Health Department at the time of development and must comply with the onsite wastewater treatment systems standards of San Joaquin County.

This project was referred to the Central Valley Regional Water Quality Control Board (CVRWQCB) for review on November 30, 2018. The CVRWQCB has been established to protect the waters of the State by ensuring compliance with clean water laws and taking enforcement actions when violations occur. A response was received from CVRWQCB dated December 20, 2018 containing regulations for wastewater discharge. The project will be subject to the Board's regulations to mitigate for any impacts to surface and ground water.

Therefore, with the regulations required by the Environmental Health Department and the CVRWQCB, which are included in the Conditions of Approval for the truck terminal project, any impacts to surface or groundwater quality and

groundwater quality are expected to be reduced to less than significant.

- c) The proposed project includes the construction of a truck terminal. All development on the project site will have to comply with the California Building Code (CBC) which includes provisions for soils reports for grading and foundations as well as design criteria for seismic loading and other geologic hazards based on fault and seismic hazard mapping. All recommendations from a soils report must be incorporated into the construction plans. Similarly, any grading for future development will be done under permit and will be required to comply with the grading provisions of the California Building Code.

The project proposes an onsite retention pond for storm water. All development projects are required by the Development Title to provide drainage facilities to contain the storm water runoff on site and to prevent offsite sediment transport. The project will be conditioned by the Department of Public Works to provide drainage facilities in accordance with the San Joaquin County Development Standards.

With the project thus conditioned, impacts from drainage are expected to be less than significant.

- d-e) The project site is not in a tsunami or seiche zone and the site is located in an area determined to be outside the 0.2% annual chance (500-year) floodplain. Therefore, the risk of release of pollutants due to inundation is less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XI. LAND USE AND PLANNING.

Would the project:

- | | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Physically divide an established community? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ | ☐ |

Impact Discussion:

- a) The project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with the General Agricultural designation and zoning to an Industrial designation in order to allow the development of a truck terminal. The development of the truck terminal includes construction of a 4,800 square foot shop and a 4,800 square foot transfer dock, a 3,500 square foot office, and 142 truck/trailer parking spaces to include long term parking. All improvements will be located on the subject parcel and will not be creating any physical barriers that change the connectivity of the community. Therefore, the project's impact on dividing an established community are expected to be less than significant.
- b) The project is a General Plan Map Amendment and Zone Reclassification to convert a parcel with A/G (General Agricultural) designation to I/T (Truck Terminal) and the zone from AG-40 (General Agriculture, 40 acre minimum) to I-T (Truck Terminal) to permit the underlying project, the development of a truck terminal. The parcel currently contains a residence. Surrounding uses include industrial development to the north, agriculture with scattered residences to the east and south, and residential and industrial uses to the west. The city limits of Manteca are located 0.25 miles to the west.

In order for the General Plan Map Amendment to be approved, the proposed changes must be shown to be consistent with the General Plan and the Development Title. Pursuant to the 2035 General Plan, the proposed General Plan designation, Truck Terminal (I/T), provides for locations for the transfer of goods from large freight trucks and trains to smaller local distribution trucks or to consolidate small loads to large freight trucks and trains for delivery to distant locations, and for the storage and transfer of uncontainerized materials. The Truck Terminals designation is limited to areas within one mile of a freeway interchange that are outside Urban and Rural Communities and outside the path of planned urban development. This designation may not be applied adjacent to existing or planned residential, commercial (other than Freeway Service), or Resource Conservation designated areas. Developments must be located on a County-defined Minor Arterial or higher classification roadway.

The project site is located on State Route 120, a road with a classification higher than Minor Arterial, and is located 0.9 miles east of the State Route 99 and State Route 120 interchange. The parcel is outside of the Urban community of Manteca and outside of the City of Manteca's Sphere of Influence. The parcel is adjacent to Industrial zoned parcels that are developed with industrial uses and Agricultural zoned parcels with agricultural uses and scattered residences. The 2035 General Plan stipulates that those adjacent parcels will continue with industrial and agricultural designations. Therefore, the requested General Plan designation is consistent with the locational criteria in the General Plan.

In order to approve tentative maps and zone reclassifications, the General Plan requires that minimum standards be met for water, wastewater, and stormwater drainage system improvements (pgs. 3.2-37, 39, 41). For industrial areas outside of communities, the General Plan permits individual wells, individual commercial wastewater systems, and onsite drainage for stormwater in the Truck Terminal map designation. The parcel will utilize an onsite well, wastewater system, and drainage, therefore, the minimum standards for on-site services can be met.

The proposed changes must also be shown to be consistent with the Development Title. The Development Title, in Section 9-812.4, states that prior to approving an application for a Zone Reclassification, the Planning Commission and Board of Supervisors shall determine that the proposed zone is consistent with the General Plan, any applicable Master Plans, and any applicable Specific Plan, and that the proposed zone district is reasonable and beneficial at the time. The proposed applications have been shown to be consistent with the General Plan and are consistent with the Development

Title because the proposed Truck Terminal (I-T) zone is an implementing zone of the Truck Terminal (I/T) General Plan land use designation. If the General Plan designation is changed to I/T, then the zone change to I-T will be consistent with the General Plan. Finally, the proposed applications are reasonable and beneficial at this time because the parcel meets the service requirements for the Truck Terminal map designation and zone.

Therefore, the General Plan Map Amendment application and the Zone Reclassification application are consistent with the General Plan and Development Title and no land use plan, policy, or regulation need be adopted for the purpose of avoiding or mitigating an environmental effect which could, in turn, cause a significant environmental impact.

The underlying project for the General Plan Map Amendment and the Zone Reclassification is for the development of a truck terminal. The Truck Terminal use is a conditionally permitted use in the I-T zone with an approved Use Permit. 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
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XII. MINERAL RESOURCES.

Would the project:

- | | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ | ☐ |
| b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☒ | ☐ |

Impact Discussion:

- a-b) The proposed project, a General Plan Map Amendment and Zone Reclassification that will convert a parcel with a General Agricultural designation and zoning to an Industrial designation in order to allow the development of a truck terminal, will not result in the loss of availability of a known mineral resource or a resource recovery site because the site does not contain minerals of significance or known mineral resources. San Joaquin County applies a mineral resource zone (MRZ) designation to land that meets the significant mineral deposits definition by the State Division of Mines and Geology. The project site has been classified as MRZ-1. The San Joaquin County General Plan 2035 Volume II, Chapter 10-Mineral Resources, Table 10-7, defines MRZ-1 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
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XIII. NOISE.

Would the project result in:

- | | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) For a project within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ | ☐ |

Impact Discussion:

- a) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with a General Agricultural designation and zoning to an Industrial designation and zone in order to allow the development of a truck terminal. The project site is located on the south side of State Route 120 and 0.9 miles east of State Route 99. It is adjacent to industrial uses to the north and agricultural uses with scattered residences to the west, east, and south. The nearest residence is located adjacent to the eastern property line of the project site.

A Noise Study conducted by Saxelby Acoustics and dated August 7, 2020, assessed noise impacts that could be generated by the project. The study concluded that, although the maximum increase in traffic noise would be less than significant, the noise impacts resulting from operational activities will require mitigation in order to keep the impacts from exceeding San Joaquin County noise standards. Development Title Section Table 9-1025.9 Part II, states that the maximum sound level for stationary noise sources during the daytime is 70 dB and 65dB for nighttime. This applies to outdoor activity areas of the receiving use, or applies at the lot line if no activity area is known.

Operational activities include the initial construction phase and the long-term project-related noise increases and recommended mitigation measures address both sources of noise increases. Mitigation measures to address the use of construction equipment are as follows:

- Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the daytime hours of 7:00 a.m. and 7:00 p.m. daily.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- When not in use, motorized construction equipment shall not be left idling for more than 5 minutes.
- Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.

These mitigation measures are to be implemented prior to approval of grading and/or building permits.

Mitigation Measures to address the long-term project-related noise increases from having a significant impact on residents of properties bordering the east side of the project parcel are as follows:

- Prior to approval of project improvement plans, in order to shield the residents on parcels bordering the east property line, the improvement plans must depict a 10-foot high masonry sound wall per the approval of the County Engineer. The barrier height is measured as top of wall elevation relative to the finished grad of the project site and existing grade of the adjacent residential uses, whichever is higher. The barrier may consist of an 8-foot high masonry wall on earthen berm to achieve the required 10-foot height.

Implementation of these mitigation measures will help to reduce noise impacts from the proposed project to a less-than-significant level.

- b) A Noise Study conducted by Saxelby Acoustics and dated August 7, 2020, assessed vibration levels that could be generated from the proposed project and concluded that the primary vibration-generating activities would occur during the construction phase of the project. Construction activities occurring within 26 feet of the adjacent residential use without mitigation could have a significant impact. The construction activity that will occur in that range is parking lot construction which includes the use of vibratory compactors. To mitigate the impact, the following measures are recommended:

- Any compaction required less than 26 feet from the east property line should be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, preconstruction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures.

Implementation of these mitigation measures will help to reduce impacts from project-generated vibration to a less-than-significant level.

- c) The project site is approximately 7.25 miles from the nearest airport which is the Stockton Metropolitan Airport. Any impacts resulting from proximity to an airport are expected to be less than significant.

XIV. POPULATION AND HOUSING.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐

Impact Discussion:

- a-b) The proposed project will not induce substantial population growth in the area either directly or indirectly because the project is not anticipated to result in a large 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 the project site is currently the site of one residence, which will be demolished. Therefore, the project's impact on population and housing is expected to be less than significant.

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:

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

Impact Discussion:

- a) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with a General Agricultural map designation and zoning to an Industrial map designation and zoning for use as a Truck Terminal. The project site is located in the Lathrop-Manteca Fire District and in the Manteca Unified School District. Both agencies were provided with the project proposal and invited to respond with any concerns or conditions. The Lathrop-Manteca Fire District responded with conditions from the California Fire Code that were applicable to the project but did not voice concerns over significant impacts. These conditions will be included in the final Conditions of Approval for the project. A response was not received from the school district. The project site is served by the San Joaquin County Sheriff's Office. The office was provided with the project proposal and invited to respond with any concerns or conditions. A response was not received from that office. Therefore, as proposed, the project is not anticipated to result in a need for a substantial change to public services.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<u>XVI. RECREATION.</u>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

Impact Discussion:

- a-b) The proposed project will not 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, because the project will not generate any new residential units and the project, a General Plan Map Amendment and Zone Reclassification that will convert a parcel with the General Agricultural designation and zoning to an Industrial designation and zoning for use as a Truck Terminal, 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 Prior EIR
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XVII. TRANSPORTATION.

Would the project:

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

Impact Discussion:

- a) A traffic impact study was required by the Department of Public Works to analyze traffic-related effects of the proposed project. The study was performed by KD Anderson and Associates and is dated March 16, 2020. Study intersections included the Yosemite Avenue/State Route 99 ramp intersections, the State Route 120/Austin Road intersection and the State Route 120/Ideal Parkway intersection. Based on review of similar businesses, the study expects the proposed project to generate approximately 80 trips daily, which includes 36 trips made by heavy trucks (i.e. greater than 3 axles). This includes nine (9) trips in the a.m. peak hour and nine (9) trips in the p.m. peak hour. The study concluded that the addition of the project trips does not have a significant impact on the adjoining circulation system as resulting Levels of Service at intersections remain within minimum standards.

The study also analyzed the need to provide a westbound left turn lane at the site access. The study concluded that, although the amount of traffic turning left into the proposed project site will be very slight, the volume of eastbound traffic is appreciable, particularly in the p.m. peak hour, and it would be reasonable to require a separate left turn lane.

The Department of Public Works has determined the following road and access improvements are necessary to lessen impacts on transportation to less than significant. All improvements are required to be in accordance with Caltrans Standards as State Route 120 is under its jurisdiction.

- The driveway approach is to be improved in accordance with Caltrans Standards prior to issuance of the occupancy permit.
 - The owner is to execute an Irrevocable Offer to Dedicate to Caltrans for an additional 22.5 feet for State Route 120 across the parcel's frontage prior to issuance of the occupancy permit.
 - Prior to issuance of the occupancy permit the applicant shall provide written verification from Caltrans that the following State Route 120 frontage improvements have been completed:
 - Construct a continuous two-way left turn lane between Ideal Parkway/project entrance and Comconex Road designed according to Caltrans specifications.
 - Construct an eastbound deceleration lane at the project's main entrance designed according to Caltrans specifications.
- b) The project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with a General Agricultural map designation and zoning to an Industrial map designation and zoning. The underlying project, a truck terminal, will have access off of State Route 120, and is located 0.9 miles east of State Route 99, both high quality transit corridors. Therefore, the project does not conflict with and is not inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

- c) The project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with a General Agricultural designation and zoning to an Industrial designation and zoning. If approved, the underlying project, a truck terminal, is compatible with the new designation and zone. The project site is accessed from State Route 120. Any alterations to State Route 120 will be under permit with Caltrans to ensure safety and to mitigate impacts and hazards.
- d) The underlying project, a truck terminal will be conditioned to provide adequate emergency access. The Lathrop-Manteca Fire District requires that access roads and turnarounds meet the requirements established by the San Joaquin County Fire Chief's Association. If the truck terminal entrance has a locked gate, a key box is required to be installed with keys to gain access as required by the fire code official. And if the truck terminal entrance has automatic gates, a fire permit is required as well as Opticom access ability to provide access for emergency apparatus.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<u>XVIII. TRIBAL CULTURAL RESOURCES.</u>					
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐	☐

Impact Discussion:

- a) The project site is located on E. State Route 120, adjacent to the Urban community of Manteca, and 0.9 miles east of State Route 99. Referrals were sent November 30, 2018 to the California Valley Miwok Tribe. A response was not received, therefore, it is expected that any possible disruption to a potential site will have a less than significant impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

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

Impact Discussion:

- a) The proposed project will utilize an onsite well and a private septic system as well as a retention pond for stormwater, therefore the project will not require new public facilities. The well and septic system will be installed and maintained privately.
- b) The proposed project will be served by an onsite, individual domestic water well. Construction of the well will be under permit and inspection of the Environmental Health Department to ensure standards set to maintain the integrity of the groundwater are met.
- c) The proposed project will be served by an onsite wastewater treatment system, constructed under permit and inspection by the Environmental Health Department.
- d-e) As proposed, the project is not anticipated to generate solid waste in excess of State and local standards. The project site is served by the Lovelace Materials Recovery Facility and Transfer Station and the Foothill Sanitary Landfill, which, according to the current permit, is projected to be in operation until 2082, providing adequate capacity for the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XX. WILDFIRE.

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐	☐

Impact Discussion:

- a-d) The project location is adjacent to the Urban community of Manteca, an area that 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
<u>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</u>					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	☐

Impact Discussion:

- a. 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 have reduced these impacts to a less than significant level.



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Attachment F Mitigation Monitoring and Reporting Program

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MITIGATION MONITORING AND REPORTING PROGRAM May 2024

PA-1800112 (GP), PA-1800156 (ZR), PA-1800300 (UP) MITIGATION MONITORING AND REPORTING PLAN MAY 2024

Impact	Mitigation Measure/Condition	Type of Review		Agency for Monitoring and Reporting Compliance	Action Indicating Compliance or Review	Verification of Compliance or Annual Review of Conditions		
		Monitoring	Reporting			By	Date	Remarks
II. Agricultural Resources	Must satisfy agricultural mitigation requirement provision through granting a farmland conservation easement or other farmland conservation mechanism to or for the benefit of a Qualifying Agent. The required legal instrument or payment of the in-lieu fee shall occur at the time of grading permit or building permit issuance for future development.		X	AGTAC	Receipt for payment or land grant			
IV. Biological Resources	Participation in the SIMSCP		X	San Joaquin Council of Governments	Certificate of Payment and Signed ITMM			
XVII. Transportation	State Route 120 Frontage Improvements: 1) Construct a continuous two-way left turn lane between Ideal Parkway/project entrance and Comconex Road designed according to Caltrans specifications. 2) Construct an eastbound deceleration lane at the project's main entrance designed according to Caltrans specifications.		X	Caltrans	Written verification from Caltrans that the required State Route 120 frontage improvements have been completed prior to issuance of the occupancy permit.			

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Attachments G **Findings for** **General Plan Map Amendment,** **Zone Reclassification, and** **Use Permit**

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FINDINGS FOR GENERAL PLAN MAP AMENDMENT, ZONE RECLASSIFICATION, AND USE PERMIT

PA-1800112, -156, -300
GLOBAL CARRIER INC.

General Plan Map Amendment No. PA-1800112

1. The proposed amendment will contribute to the public health, safety, and general welfare or will be of benefit to the public.
 - This finding can be made because the proposed General Plan Map Amendment to change a 10-acre parcel from A/G (General Agriculture) to I/T (Truck Terminal) will permit development for a truck terminal and truck parking use. This is a benefit to the public because it provides legal truck parking. The County currently lacks sufficient truck parking facilities. Some of the truck parking needs are being met through the 2022 adoption of the new Agriculture Industrial land use designation and the Agricultural Industry zone to address the shortage by providing for more potential locations for truck parking development. However, the shortage remains and impacts local truck operators and often results in illegal truck parking that negatively impacts County residents and visitors.
2. The proposed amendment is consistent with the General Plan goals unless the goals themselves are proposed to be amended.
 - This finding can be made because the proposed General Plan map amendment is to change the designation of a 10-acre parcel to Truck Terminal (I/T). I/T is consistent with General Plan Land Use Goal LU-6.11 which provides the locational criteria for the Truck Terminal designation. The project property is located outside of any General Plan Urban or Rural Communities and is not adjacent to existing or planned residential, commercial, or resource conservation designated areas. The property is within one mile of the State Route 99 interchange and it is located on State Route 120, a County-defined Principal Arterial roadway which is a higher classification than a Minor Arterial.

Additionally, the proposed amendment is consistent with General Plan Land Use Goals LU-6.9 and LU-6.10. LU-6.9 requires new Truck Terminal developments to provide adequate space to allow for easy access and maneuvering of trucks in and out of loading docks, and for parking both trucks and employee vehicles. The 10-acre parcel is of adequate size to meet this requirement. 6.10 requires adequate landscaping, screening, and other buffers to protect adjacent properties from potential nuisances associated with truck movements and goods loading/unloading. This project will be required to build a solid masonry sound wall around 3 sides of the property which will act as a screen to protect adjacent residences.
3. The proposed amendment retains the internal consistency of the General Plan and is consistent with other adopted plans, unless a concurrent amendment to those plans is also proposed and will result in consistency.
 - This finding can be made because this amendment does not conflict with any other policy or diagram in the General Plan and, to the extent that the property meets the locational criteria for the Truck Terminal designation, the internal consistency of the General Plan is retained.
4. The proposed amendment has been reviewed in compliance with the requirements of the California Environmental Quality Act.
 - This finding can be made because the proposed General Plan map amendment, Zone Reclassification, and Use Permit were reviewed in compliance with the requirements of CEQA. The initial study determined that the impacts of the project, including the General Plan Map Amendment, can be reduced to less than significant with mitigation. Accordingly,

staff prepared a Mitigated Negative Declaration that requires that requires mitigation to reduce potentially significant impacts to a level of less than significant. Mitigation measures include participation in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMCSPP) to mitigate for any loss of habitat and screening the trucking facility with a solid masonry sound wall.

Zone Reclassification No. PA-1800158

1. The proposed amendment is consistent with the General Plan and any applicable Master Plan.
 - This finding can be made because the proposed amendment is consistent with the General Plan policies and diagrams and does not conflict with any other applicable Master Plan. The property meets the General Plan locational criteria for the Truck Terminal designation and the zone reclassification requests a change to the Truck Terminal zone which implements the Truck Terminal designation.
2. The proposed amendment is necessary for public health, safety, and general welfare or will be of benefit to the public.
 - This finding can be made because the proposed Zone Reclassification to change a 10-acre parcel from AG-40 (General Agriculture, 40 acre minimum) to I-T (Truck Terminal) will permit development for a truck terminal and truck parking use. This is a benefit to the public because it provides legal truck parking. The County currently lacks sufficient truck parking facilities. Some of the truck parking needs are being met through the 2022 adoption of the new Agriculture Industrial land use designation and the Agricultural Industry zone to address the shortage by providing for more potential locations for truck parking development. However, the shortage remains and impacts local truck operators and often results in illegal truck parking that negatively impacts County residents and visitors.
3. The proposed amendment has been reviewed in compliance with the requirements of the California Environmental Quality Act.
 - This finding can be made because the proposed General Plan map amendment, Zone Reclassification, and Use Permit were reviewed in compliance with the requirements of CEQA. The initial study determined that the impacts of the project, including the Zone Reclassification, can be reduced to less than significant with mitigation. Accordingly, staff prepared a Mitigated Negative Declaration that requires that requires mitigation to reduce potentially significant impacts to a level of less than significant. Mitigation measures include participation in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMCSPP) to mitigate for any loss of habitat and screening the trucking facility with a solid masonry sound wall.
4. For a change to the Zoning Maps, that the subject property is suitable for the uses permitted in the proposed zone in terms of access, size of parcel, relations to similar or related uses, and other relevant considerations, and that the proposed change of zone is not detrimental to the use of adjacent properties.
 - This finding can be made because the proposed truck terminal has approved access from State Route 120 which makes it suitable for trucking operations and the property is 10-acres in size which is large enough to accommodate all improvements and trucking operations as depicted on the site plan. The surrounding properties are used for agriculture with scattered residences and will not be forced to stop operations or change zoning. To insure that noise is mitigated, the truck operation will be surrounded by a masonry sound wall on 3 sides. Directly across from the project site and State Route 120 are the industrial developments of Ideal Parkway and Comconex Road with uses that are compatible with the proposed project.

Use Permit No. PA-1800300

1. The proposed use is consistent with the goals, policies, standards, and maps of the General Plan; any applicable Master Plan, Special Purpose Plan, Specific Plan, and Planned Development zone; and any other applicable plan adopted by the County.

- **This finding can be made because the General Plan's I/T (Truck Terminal) designation and polices are implemented through the Development Title's I-T (Truck Terminal) zone. The Freight and Truck Terminal use type may be conditionally permitted in the I-T zone with an approved Use Permit application. Accordingly, if the proposed General Plan Map Amendment and Zone Reclassification are approved by the Board of Supervisors, then the proposed truck terminal use will be consistent with the goals, policies, standards, and maps of the General Plan.**

There are no Master Plans, Specific Plans, Special Purpose Plans, or other applicable plans adopted by San Joaquin County applicable to the subject property.

2. Adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, and the proposed improvements are properly related to existing and proposed roadways.

- **This finding can be made because, if the proposed General Plan Map Amendment and Zone Reclassification are approved, then private, onsite utilities will be permitted with the use. As proposed, onsite utilities including water, sanitation, and drainage, are adequate. The subject property is on, and has access to, State Route 120 and the improvements are properly related to the existing roadways. The project proposes a storm pond for stormwater drainage, the feasibility of which will be determined by the Department of Public Works. To ensure that the proposed project improvements properly relate to the existing roadways, the Traffic Study performed for the project resulted in additional Conditions of Approval for the project including construction of a continuous 2-way left turn lane between Ideal Parkway and Comconex Road and an eastbound deceleration lane at the project's main entrance.**

3. The site is physically suitable for the type of development and for the intensity of development.

- **This finding can be made because the 10-acre project site is of adequate size and shape to accommodate all yards, building coverage, setbacks, parking areas and other requirements of the Development Title for the proposed use, as depicted on the Site Plan dated March 1, 2024. The project site will be surfaced in asphalt concrete in conformance with San Joaquin County Ordinances, and other improvements will comply with applicable Development Title regulations which are designed to ensure that the site improvements are adequate for the type and intensity of the development.**

4. The location, size, design, and operating characteristics of the proposed use will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

- **This finding can be made because the project will be conditioned to meet San Joaquin County development regulations that protect public health, safety, and welfare and ensure the project is not injurious to adjacent properties. Further, the Initial Study prepared for this project found no potentially significant environmental impacts that could not be mitigated to a less than significant impact. With regards to noise, which can adversely affect livability of abutting properties, the project is required to have a masonry sound wall around 3 sides to decrease the truck noise and emissions from the project site.**

5. The proposed use will not create any nuisances arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding ambient conditions.

- **This finding can be made because pursuant to the findings in a noise study performed for the project to mitigate for nuisances created by operating and construction sounds, a masonry sound wall should be constructed on 3 sides of the parcel and this is a condition**

of approval for the project. Additionally, any long-running refrigerator trucks are required to park at the rear of the property adjacent to undeveloped land on 2 sides. Other pollutants and odors from project trucks and other vehicles will be limited by state and federal rules and, therefore, will not create nuisance conditions at a level exceeding ambient conditions. Dust will be minimal due to the requirement to pave in asphalt or concrete the entire parking area.

6. The site of the proposed use is adequately served by highways, streets, water, sewer, storm drainage, and other public facilities and services.
 - **This finding can be made because the project is located on State Route 120, a state highway, and is less than one mile from the connection to State Route 99, another state highway. Approval of the Truck Terminal designation and zone will allow for onsite water, sewer, and storm drainage for the project, which are required to be deemed adequate prior to the initiation of the proposed use.**
7. The proposed use complies with all applicable provisions of this Title.
 - **This finding can be made because, if the proposed General Plan Map Amendment and Zone Reclassification are approved, the parcel will have the designation and zone of Truck Terminal where a truck terminal may be permitted with an approved Conditional Use Permit. The project will be conditioned to comply with parking and loading requirements as well as other truck terminal requirements.**



SAN JOAQUIN
—COUNTY—
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Attachment H **Conditions of Approval**

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CONDITIONS OF APPROVAL

PA-1800300 GLOBAL CARRIER INC. / VIERRA DESIGN GROUP

Use Permit No. PA-1800300 was approved by the Board of Supervisors on . The effective date of approval is . This approval will expire on , which is thirty-six (36) months from the effective date of approval, unless (1) all Conditions of Approval have been complied with, (2) all necessary building permits have been issued and remain in force, and (3) all necessary permits from other agencies have been issued and remain in force.

Unless otherwise specified, all Conditions of Approval and ordinance requirements shall be fulfilled prior to the establishment of the use and the issuance of any building permits. Those Conditions followed by a Section Number have been identified as ordinance requirements pertinent to this application. Ordinance requirements cannot be modified, and other ordinance requirements may apply.

1. COMMUNITY DEVELOPMENT DEPARTMENT (Contact: [209] 468-0222)

- a. **BUILDING PERMIT:** Submit an "APPLICATION-COMMERCIAL BUILDING PERMIT". The Site Plan required as a part of the building permit must be prepared by a registered civil engineer or licensed architect. This Plan must show drainage, driveway access details including gates, on-site parking, landscaping, signs, existing and proposed utility services, and grading (refer to the "SITE PLAN CHECK LIST" for details). Foundation and soils investigation shall be conducted in conformance with Chapter 18 of the California Building Code at the time of permit application. A fee is required for the Site Plan review. (Development Title Section 9-802.020)
- b. **APPROVED USE:** This approval is for a truck terminal to include construction of a 4,800 square foot brake and tire shop, a 4,800 square foot transfer dock, a 3,500 square foot office, and 109 truck and trailer parking spaces, as shown on the site plan dated March 1, 2024. (Use Type: Freight and Truck Terminal)
- c. **MITIGATION MONITORING AND REPORTING PROGRAM:** The project shall comply with all required mitigations included in the MMRP dated May 2024.
- d. **AGRICULTURAL MITIGATION:** Agricultural mitigation is required for the 10 acres of APN: 228-030-28. The mitigation instrument to provide agricultural mitigation shall be required prior to the issuance of a grading permit or building permit. (Development Title Section 9-701)
- e. **CAPITAL FACILITY FEE:** This project may be subject to the Capital Facility Fee. If the Capital Facility Fee is applicable, the County shall collect the fees before the issuance of any building permits. (Development Title Section 9-610.070)
- f. **VEHICLE PARKING:** Off-street parking shall be provided and comply with the following:
 1. All permanent parking lots shall be surfaced and permanently maintained with asphalt concrete or Portland cement concrete. Bumper guards and/or wheel stops shall be provided when necessary to protect adjacent structures or properties. (Development Title Section 9-406.060[i])
 2. A minimum of 5 permanent off-street vehicle parking spaces shall be provided (1 space per 1,000 square feet). (Development Title Section 9-406.040).
 3. Each vehicle parking stall shall be an unobstructed rectangle, minimum 9 feet wide and 20 feet long. (Development Title Section 9-406.060)
- g. **TRUCK PARKING:** The design of truck parking areas shall be as follows:
 1. All maneuvering areas shall be surfaced with all-weather material as defined and approved by the San Joaquin County Fire Chief's Association. Storage areas for trucks and trailers may be

- surfaced with gravel or higher classification of surfacing. (Development Title Section 9-406.080[g][5])
2. A minimum 10-foot-wide setback shall be maintained along all interior lot lines. (Development Title Section 9-406.070[e][1])
 3. Spaces shall be a minimum 25 feet in length and 15 feet in width and shall have minimum height clearance of 14 feet. (Development Title Section 9-406.080[g][1])
 4. Trucks with refrigeration units are relegated to the rear-most parking spaces.
 5. No overnighting of drivers is permitted on site.
- h. **LOADING:** One loading space for each bay shall be provided. Truck docks, loading areas, and service areas must be screened so as not to be visible from public streets. Drop-off areas may be located at the primary building entry. (Development Title Section 9-406.070[c][1] and 9-406.070[d])
- i. **ACCESS AND CIRCULATION:** The following requirements apply and shall be shown on the Site Plan:
1. Driveway width at the front lot line shall be 40 feet maximum. The design of driveway shall be such as to allow trucks to enter and exit property without entering into opposing lane of traffic. (Development Title Section 9-406.070[c][7])
 2. Access gates shall be recessed 65 feet from the property line. (Development Title Section 9-406.070[c][8])
 3. Any entrance or exit to a truck terminal shall have acceleration and deceleration lanes, the criteria for which are to be determined by the traffic study and recognized engineering standards, or other traffic control devices determined to be necessary by the Department of Public Works. (Development Title Section 9-406.070[c][5])
- j. **SCREENING:** Screening shall be provided and comply with the following:
1. All storage materials and related activities, including storage areas for trash, shall be screened so as not to be visible from adjacent properties and public rights-of-ways. This screening shall be between 6 and 8 feet in height. Items stored within 100 feet of a public street or a Residential zone shall not be stacked higher than 2 feet above the adjacent screen. Exceptions can be approved by the Zoning Administrator. (Development Title Section 9-400.040[c][3][C][i])
 2. All exterior electrical cage enclosures and storage tanks shall be screened from view from adjacent public streets and Residential zones. (Development Title Section 9-400.040[c][3][C][ii])
- k. **LIGHTING:** Lighting shall be provided and comply with the following:
1. Any truck terminal in operation during nighttime hours shall have 25-foot light standards whose lights are hooded and directed downward so as not to disturb adjoining properties or roads. (Development Title Section 9-406.070(c)(4))
 2. All off-street parking areas within Commercial and Industrial zones and projects where the parking area is used at night shall be provided with exterior lighting. (Development Title Section 9-406.060[m])
 3. All lighting shall be designed to confine direct rays to the premises. No spillover beyond the property lines shall be permitted, except onto public roads, provided, however, that such light shall not cause a hazard to motorists. (Development Title Section 9-406.060[m][3])

4. All lighting shall be on a time clock or photo-sensor system so as to be turned off during daylight hours and during any hours when the parking area is not in use. This requirement does not apply to security lighting. (Development Title Section 9-406.060[m][2])
- l. **SIGNS:** Sign details shall be consistent with Chapter 9-408 of the Development Title and be included on the Site Plan. All portions of any sign shall be set back a minimum of 5 feet from existing and future right-of-way lines and shall not block pedestrian or vehicle rights-of-way or obstruct drivers' visibility. (Development Title Section 9-408.070[p])
- m. **NOISE MITIGATION:** The following noise mitigation measures shall be implemented and provided pursuant to the final noise study prepared by Saxelby Acoustics dated February 12, 2024.
 1. An 8-foot tall masonry sound wall is required on the full length of the west and south property lines. A 10-foot tall masonry sound wall is required on the full length of the east property line. This barrier may consist of an 8-foot tall masonry wall on earthen berm to achieve the required 10-foot height. These walls shall be included in the improvement plans. (Development Title Section 9-400.040[e])
 2. Construction activities are limited to between the daytime hours of 7:00 a.m. and 7:00 p.m. daily.
- n. **BUILDING CODE:** The following California Building Code (CBC) and San Joaquin County Ordinance requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division:
 1. A building permit for each separate structure or building is required. Submit plans, Specifications and supporting calculations, prepared by a Registered Design Professional (architect or engineer) for each structure or building, showing compliance with the 2022 California Building, Existing Building, Mechanical, Plumbing, Electrical, Energy and Fire codes as may be applicable. Plans for the different buildings or structures may be combined into a single set of construction documents.
 2. A grading permit will be required for this project. Submit plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan shall 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 code. The plans shall show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the code.
 3. The required plans must be complete at the time of submittal for a building permit. Plans must address building design and construction, fire and life safety requirements, accessibility and show compliance with the current California codes and San Joaquin County ordinances. A complete set of plans must include fire sprinkler plans, truss design submittals, metal building shop drawings, structural plans and calculations, plumbing, electrical and mechanical drawings and energy report.
 4. A soils report is required pursuant to CBC §1803 for foundations and CBC appendix §J104 for grading. All recommendations of the Soils Report shall be incorporated into the construction drawings.
 5. For each proposed new building, provide the following information on the plans:
 - A. Description of proposed use
 - B. Existing and proposed occupancy Groups
 - C. Type of construction
 - D. Sprinklers (Yes or No)
 - E. Number of stories
 - F. Building height
 - G. Allowable floor area
 - H. Proposed floor area

- I. Occupant load based on the CBC
 - J. Occupant load based on the CPC
6. This project falls in the fire district area of Lathrop-Manteca. All fire-related requirements will be addressed by the fire district.
 7. Accessible routes shall be provided per CBC § 11B-206. At least one (1) accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one (1) route is provided, all routes must be accessible. §11B-206.2.1
 8. At least one (1) accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site. §11B-206.2.2
 9. At least one (1) accessible route shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility, including mezzanines, which are otherwise connected by a circulation path. §11B-206.2.4
 10. Parking spaces will be required to accommodate persons with disabilities in compliance with Chapter 11B of the California Building Code. Note that accessible parking spaces are required for each phase of the project. These parking space(s) shall be located as close as possible to the primary entrance to the building.
 11. Adequate sanitary facilities shall be provided for the facility, per the requirements of Chapter 4 of the California Plumbing Code.
 12. Pursuant to Section 422.4 of the California Plumbing Code, toilet facilities shall be accessible to employees at all times, should not be more than 500 feet from where employees are regularly employed, and accessible by not more than one flight of stairs. The plans shall indicate the location of the toilet facilities and the travel distance from work areas.
 13. If the project includes landscaping, it will be required to comply with the Model Water Efficiency Landscape Ordinance requirements of the California Code of regulations, Title 22, Division 2, Chapter 2.7
2. DEPARTMENT OF PUBLIC WORKS (Contact: [209] 468-3000)
 - a. The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)
 - b. The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)
 - c. A Caltrans encroachment permit shall be required for all work within Caltrans road right-of-way.
 - d. The driveway approach shall be improved in accordance with Caltrans Standards prior to issuance of the occupancy permit.
 - e. The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)
 - f. A copy of the Final Site Plan shall be submitted prior to release of building permit.

- g. Permit Registration Documents (PRD's) shall be filed with the State Water Resources Control Board (SWRCB) to comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification (WDID) Number issued by SWRCB shall be submitted to the Department of Public Works for the file. Contact SWRCB shall be submitted to the Department of Public Works for the file. Contact SWRCB at (916) 341-5537 for further information. Coverage under the SWRCB General Construction Permit Order 2009-0009-DWQ shall be maintained throughout the duration of all phases of the project.
 - h. The owner shall execute an Irrevocable Offer to Dedicate to Caltrans for an additional 22.5 feet for State Route 120 across the parcel's frontage prior to issuance of the occupancy permit.
 - i. Prior to issuance of the occupancy permit the applicant shall provide written verification from Caltrans that the following Stat Route 120 frontage improvements have been completed:
 - 1. Construct a continuous two-way left turn lane between Ideal Parkway/project entrance and Comconex Road. The two-way left turn lane should be engineered according to the Caltrans Highway Design Manual, Sixth Edition, Chapter 300, Section 405.2. Left turn Channelization.
 - 2. Construct an eastbound deceleration lane at the project's main entrance. The deceleration lane should be designed according to the Caltrans Highway Design Manual, Sixth Edition.
 - j. Provide an operational analysis displaying off-tracking for all turning movements off of and onto State Route 120 to Caltrans for review and approval. The turning templates must be based on Highway Design Manual Topic 404 Page 400-10 (Figure 404.5A and 404.5D) and must specify what types of trucks will be used at the project site. A copy of the analysis and notification of approval must be submitted to Public Works for the file prior to issuance of the building permit.
 - k. Install a "Trucks Turning Left are Recommended to use State Route 120 to State Route 99" sign at the site exit. Additionally, the property owner shall provide written notice to truck drivers recommending trucks turning left are recommended to use State Route 120 to State Route 99.
3. ENVIRONMENTAL HEALTH DEPARTMENT (Contact: [209] 468-3420)
- a. Submit a soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to submission of Zone Reclassification application and/or prior to issuance of building permit(s). (San Joaquin County Development Title, Section 9-1105.2(d)). The fee will be based on the current schedule at the time of payment.
 - b. The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual – Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.
 - c. Submit to the Environmental Health Department revised site plans showing the location and configuration of any existing and proposed sewage disposal systems, along with the area required to be reserved for future sewage disposal repair/replacement (area for 100% sewage disposal replacement). The plans shall include the design calculations, including the maximum number of persons the sewage disposal system is proposed to serve. In addition, show on revised plans that the disposal field area will be barricaded so it cannot be driven over, parked on, or used as a storage area. This disposal field area must be used for that specific purpose only, and it cannot contain any underground utility lines (San Joaquin County Development Title, Section 9-1110.4(c)(5)).
 - d. Construction or repair of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development based on the Soil

Suitability and Nitrate Loading Study findings (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).

- e. Should the number of non-resident individuals exceed 24 for at least 60 days per year, or the number of service connections exceed four, a yearly permit to operate a public water system will be required by the Environmental Health Department (San Joaquin County Development Title, Section 9-1120.2 and 9-1115.9)
- f. Submit Water Provision Declaration form to the Environmental Health Department for review.
- e) If floor drains are required, they must be plumbed through a sand/oil separator and discharged to an above ground system approved by the Environmental Health Department. A registered engineer must design this system. The material collected in the above ground holding system must be analyzed for hazardous constituents prior to disposal. Specific test requirements may be obtained from the Environmental Health Department. The fee will be based on the current schedule at the time of payment.
- f) The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-1120.2).
- g) Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).
- h) 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) at cers.calepa.ca.gov and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases). The applicant may contact the Program Coordinator of the CUPA program, Michelle Henry (209) 468-3454, with any questions.
 - a. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – **Hazardous Waste Program** (Health & Safety Code (HSC) Sections 25404 & 25180 et sec.)
 - b. Onsite treatment of hazardous waste – **Hazardous Waste Treatment Tiered Permitting Program** (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)
 - c. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – **Hazardous Materials Business Plan Program** (HSC Sections 25508 & 25500 et sec.)
 - d. Any amount of hazardous material stored in an Underground Storage Tank – **Underground Storage Tank Program** (HSC Sections 25286 & 25280 et sec.)
 - i. If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.
 - ii. Additionally, an EHD UST permit to operate is required once the approved UST system is installed.

- e. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – **Aboveground Petroleum Storage Program** (HSC Sections 25270.6 & 25270 et sec.)

- i. **Spill Prevention, Countermeasures and Control (SPCC) Plan requirement**

- f. Threshold quantities of regulated substances stored onsite - **California Accidental Release Prevention (CalARP) Program** (Title 19, Section 2735.4 & HSC Section 25531 et sec.)

- i. **Risk Management Plan requirement for covered processes**

4. SAN JOAQUIN COUNCIL OF GOVERNMENTS (Contact: [209] 235-0600)

- a. This project is subject to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) must provide a Certificate of Payment prior to issuance of any grading or building permits.

5. LATHROP-MANTECA FIRE DISTRICT FIRE PREVENTION (Contact: [

The following list of conditions shall be incorporated into the final construction plans and the construction phases of the project. This list of conditions is not intended to be all-inclusive or a comprehensive listing of all City or district regulations. Please note that additional comments and/or conditions may be added pending the response to the comments noted below and/or changes to the proposed project.

- a. The project must conform to the appropriate edition of the California Fire Code (currently the 2019 edition) and all related standards.
- b. Permits shall be obtained from the fire code official. Permit(s) and fees, shall be paid prior to issuance of any and/or all permits. Issued permits shall be kept on the premises designated therein at all times and shall be readily available for inspection by the fire code official. (Permits are to be renewed on an annual basis)
- c. Approved automatic sprinkler systems shall be provided as required in 2019 California Fire Code §903.2. Tenant/Occupant/Owner shall have the responsibility to ensure that the correct fire suppression system is added/modified/tested and accepted by the (AHJ) Fire District. Fire suppression system plans shall be modified under separate fire permit and shall be submitted by a licensed contractor, to the (AHJ) Fire District for review and approval prior to modification. Deferred submittal accepted.
- d. An approved fire alarm system shall be installed in accordance with 2019 CFC §907.2 and 2016 NFPA 72.
- e. Fire Department Development Fees for all new buildings must be paid in accordance with the City of Lathrop's Ordinance and Resolutions adopting the fee schedule.
- f. An approved Fire Flow test shall be conducted prior to ground-breaking to determine the allowable Fire Fighting capabilities for the site.
- g. An approved water supply for fire protection, either temporary or permanent, shall be made available prior to commencing construction beyond the foundation stage, or as soon as combustible material arrives on the site.
- h. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet (30 480 mm) of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available.

- i. The Fire Department Fire Access Roads shall meet the requirements established by the San Joaquin County Fire Chief's Association.
- j. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, a key box is required to be installed in an approved location. Please note that a separate key box will be required for each of the two access points. The key box shall be of an approved type and shall contain keys to gain necessary access as required by the fire code official. In addition to key box(es), any automatic gates shall have Opticom access ability to provide necessary access for emergency apparatus.
- k. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
- l. Other fire and life safety requirements may be required at time of building plan review.
- m. Final approval is subject to field inspections. Minimum 48-72 hour notice required prior to any life-safety fire inspections. Other conditions may apply at time of inspections and are subject to correction.