



SAN JOAQUIN COUNTY

Community Development Department

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Steve J. Bestolarides

San Joaquin County Clerk

By Deputy: aambriz



Community Development Department

Planning · Building · Code Enforcement · Fire Prevention

Jennifer Jolley, Director


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MITIGATED NEGATIVE DECLARATION

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

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

 County Clerk, County of San Joaquin

PROJECT TITLE: Conditional Use Permit No. PA-2300194

PROJECT LOCATION: The project site is located at the northeast corner of the Interstate 5 on-ramp and the terminus of the State Route 33 off-ramp, Tracy, San Joaquin County. (APN/Address: 255-020-10, -11 / 30022 S. State Route 33, Tracy) (Supervisory District: 5)

PROJECT DESCRIPTION: A Conditional Use Permit application to develop a truck stop on an 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, a refueling station with five (5) gasoline dispensers and six (6) diesel dispensers under canopies, 94 automobile parking spaces, a 7,000 square foot truck wash and service building, and truck parking for sixty-six (66) trucks and fifty-six (56) trailers for customers of the truck stop. The project site includes the approximately 3-acre site of a previously approved truck stop under Use Permit PA-2100077. The project site proposes access from the northern terminal of the State Route 33 off-ramps, with the Interstate 5 on-ramp located approximately 1,140 feet northeast of Ahern Road (State Route 33). The proposed project will utilize an onsite water well, an onsite septic system, and an onsite storm water drainage pond. A portion of the project site is under a Williamson Act contract. Use Types: Eating and Drinking Establishment—Restaurant, Limited Service; Retail Sales and Services—Convenience Store; Retail Sales and Services—Alcoholic Beverage Sales, Off-Premises; Truck Services—Washing; Fuel Sales—Automotive; and Fuel Sales—Truck).

The Property is zoned C-FS (Freeway Service Commercial) and the General Plan designation is C/FS (Freeway Service Commercial).

PROPONENT: CA33 LLC / Hi-Tech Developing 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: December 31, 2025

Contact Person:

Jacob Pahule Phone: (209) 468-3124 Fax: (209) 468-3163 Email: jpahule@sjgov.org

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: HI-Tech Developing Inc.

Project Title/File Number(s): PA-2300194 (UP)

Project Description: This project is a Conditional Use Permit application to develop a truck stop on an 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, a refueling station with five (5) gasoline dispensers and six (6) diesel dispensers under canopies, 94 automobile parking spaces, a 7,000 square foot truck wash and service building, and truck parking for sixty-six (66) trucks and fifty-six (56) trailers for customers of the truck stop. The project site includes the approximately 3-acre site of a previously approved truck stop under Use Permit PA-2100077. The project site proposes access from the northern terminal of the State Route 33 off-ramps, with the Interstate 5 on-ramp located approximately 1,140 feet northeast of Ahern Road (State Route 33). The proposed project will utilize an onsite water well, an onsite septic system, and an onsite storm water drainage pond. A portion of the project site is under a Williamson Act contract. Use Types: Eating and Drinking Establishment–Restaurant, Limited Service; Retail Sales and Services–Convenience Store; Retail Sales and Services–Alcoholic Beverage Sales, Off-Premises; Truck Services–Washing; Fuel Sales–Automotive; and Fuel Sales–Truck).

The project site is located at the northeast corner of the Interstate 5 on-ramp and the terminus of the State Route 33 off-ramp, Tracy.

Assessor's Parcel No(s): 255-020-10 & 255-020-11

Acres: 9.58 acres

General Plan: C/FS

Zoning: C-FS

Potential Population, Number of Dwelling Units, or Square Footage of Use(s):

A truck stop consisting of a convenience store, limited service restaurant, and truck wash and service building totaling approximately 19,000 square feet at full buildout, with associated fueling facilities, automobile parking, and truck and trailer parking.

Surrounding Land Uses:

North: Agricultural with scattered residences and Interstate 5.

South: Agricultural with scattered residences and State Route 33.

East: Agricultural with scattered residences, rural residential, and New Jerusalem Airport.

West: Agricultural with scattered residences and State Route 33.

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 (December 23, 2025), and staff knowledge or experience. Copies of these reports can be found by contacting the Community Development Department.

Tribal Cultural Resources:

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

No

General Considerations:

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

☐

Yes

☒

No

Nature of concern(s):

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

☐

Yes

☒

No

Agency name(s):

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

☐

Yes

☒

No

City:


ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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


Signature

12/30/25
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.

ISSUES:

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

Impact Discussion:

- a-d) This project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited-service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, automobile parking, and truck and trailer parking. The project site includes the approximately 3-acre site of a previously approved truck stop and represents an expansion of an existing truck-serving use. The project site has access from the Interstate 5 and State Route 33 off-ramps. The project site is not located along a designated scenic route pursuant to the 2035 General Plan Figure 12-2, and the surrounding area is characterized by Interstate 5, State Route 33, agricultural uses, and scattered rural residences. The proposed project will be subject to all applicable Development Title requirements related to building height, setbacks, site design, lighting, and signage. Although the project includes additional structures, expanded fueling facilities, and truck parking areas, development of the site would not substantially alter scenic vistas, damage scenic resources, or degrade the visual character of the surrounding area, which is already influenced by freeway infrastructure and truck-oriented commercial uses. Site lighting would be required to comply with County standards to minimize light spill and glare. Therefore, impacts related to aesthetics would 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-e) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited-service restaurant, refueling canopies, a 7,000 square foot truck wash and service building, automobile parking, and truck and trailer parking. A portion of the project site is under a Williamson Act contract. The current zoning for the property is C-FS (Freeway Services Commercial). According to San Joaquin County General Plan mapping and the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is designated Prime Farmland. Development of the site would result in the conversion of land designated as Prime Farmland; however, the site is not currently used for active agricultural production and is located within a developed, freeway-oriented commercial corridor designated for commercial services. The proposed use is consistent with the site's zoning designation and would not disrupt or fragment surrounding agricultural operations. For these reasons, impacts related to the conversion of Prime Farmland would be less than significant.

A portion of the overall parcel is subject to a Williamson Act contract. In 2023, the property underwent a Lot Line Adjustment that included a Williamson Act rescind and re-enter, resulting in the project area being excluded from the active Williamson Act contract. While the majority of the parent parcel remains under Williamson Act protection, no development is proposed on land currently subject to a Williamson Act contract. With completion of the required administrative procedures and continued compliance with Williamson Act requirements for the remaining contracted acreage, the project would not result in the cancellation or non-renewal of Williamson Act lands. Therefore, impacts related to agricultural conservation programs would be less than significant with mitigation incorporated.

The proposed project would not conflict with existing zoning for agricultural use, result in the fragmentation of agricultural land beyond the project site, or involve forest land, timberland, or forestry resources. Accordingly, the project would result in no impact related to the remaining checklist items within this section.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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III. Air Quality.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

Impact Discussion:

- a-d) This project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop.

Construction and operation of the project would generate emissions of air pollutants, including particulate matter, nitrogen oxides, and carbon monoxide. The project will be subject to review by the San Joaquin Valley Air Pollution Control District (APCD), and compliance with all applicable rules and regulations, including dust control measures and any required permits, will be required. Standard construction and operational control measures will be implemented to reduce emissions. Therefore, with adherence to APCD requirements and applicable mitigation measures, potential 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-f) This project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop. The Natural Diversity Database does not list any rare, endangered, or threatened species located on or near the project area. Referrals have been sent to the San Joaquin Council of Governments (SJCOG) for review. SJCOG has determined that the applicant is subject to the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), and the applicant has confirmed participation. The applicant will be required to provide proof of participation prior to issuance of a grading permit. As a result, the proposed project is consistent with the SJMSCP, as amended, as reflected in the conditions of project approval for this proposal. Pursuant to the Final E/RIE/S for the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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V. Cultural Resources.

Would the project:

- | | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

- a-c) This project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop. No impact on cultural resources is anticipated. Should human remains, archaeological resources, or other cultural resources be discovered during any ground-disturbing activities, all work shall stop immediately in the vicinity (e.g., 100 feet) of the finds until they can be evaluated and verified. The County coroner shall be immediately contacted in accordance with Health and Safety Code section 7050.5(b). Protocol and requirements outlined in Health and Safety Code sections 7050.5(b) and 7050.5(c), as well as Public Resources Code section 5097.98, shall be followed.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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VI. Energy.

Would the project:

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

Impact Discussion:

- (a-b) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the previously approved 3-acre truck stop. The California Energy Code, also titled the Energy Efficiency Standards for Residential and Non-residential Buildings, establishes energy conservation standards for most buildings in California. All buildings constructed as part of the proposed project would be required to comply with the Energy Code, ensuring energy is used efficiently. Compliance with these standards would prevent wasteful or unnecessary consumption of energy and ensure consistency with state and local energy plans. Therefore, the project would have no impact related to 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil and create direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-f) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited-service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the previously approved 3-acre truck stop. The proposed project is not anticipated to cause seismic effects, erosion, safety hazards, or impacts to water and geologic features. There are no known active faults in the project vicinity; therefore, the project would not expose people or structures to risk from fault rupture or seismic activity. The project would not result in substantial soil erosion or the loss of topsoil. The site is not located on unstable soils or geologic units that could result in landslides, lateral spreading, subsidence, liquefaction, or collapse. No unique paleontological resources or geological features have been

identified on the site. A soil suitability and nitrate loading study addendum is required to ensure that necessary onsite wastewater treatment system standards can be approved and that such systems adequately serve the project. With adherence to standard grading, foundation, and construction practices pursuant to the California Building Code and County Development Title requirements, impacts related to geology and soils would be less than significant (Items A–E), with no other geological hazards identified (Item F).

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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VIII. Greenhouse Gas Emissions.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?



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



Impact Discussion:

a-b) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited-service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop.

Emissions of greenhouse gases (GHGs) that contribute to global climate change are primarily attributable to human activities associated with industrial and commercial operations, transportation, energy use, water and wastewater services, and solid waste generation. As such, the cumulative global emissions of GHGs can be attributed to virtually every individual, organization, and jurisdiction worldwide. An individual project's GHG emissions are small relative to global emissions; however, each project contributes incrementally to a significant cumulative impact. Therefore, impacts related to GHG emissions are inherently considered cumulative.

Implementation of the proposed truck stop would contribute to increases in GHG emissions, primarily associated with mobile source emissions from vehicle trips to and from the site. Additional sources of emissions would include electricity and natural gas usage for the convenience store, restaurant, truck wash, and service building, water usage and wastewater generation, and solid waste disposal. Estimated emissions are expected to consist primarily of carbon dioxide (CO2) and, to a lesser extent, other GHGs such as methane (CH4) and nitrous oxide (N2O).

The project will be subject to the rules and regulations of the San Joaquin Valley Air Pollution Control District (SJVAPCD), including 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. The SJVAPCD guidance relies on the use of performance-based standards, referred to as Best Performance Standards (BPS), to reduce GHG emissions and assess significance for CEQA purposes. BPS measures that may be required or implemented include energy-efficient building design exceeding Title 24 standards, low-flow plumbing fixtures, drought-tolerant landscaping and efficient irrigation systems, on-site renewable energy such as solar photovoltaic systems, electric vehicle charging stations, the use of alternative-fueled vehicles, and energy-efficient lighting and mechanical systems. Projects must include sufficient BPS measures to achieve at least a 29 percent reduction from Business-As-Usual (BAU) emission levels to be considered less than significant.

Construction-related GHG emissions would be temporary and short-term and are not typically expected to generate a significant contribution to global climate change. Compliance with SJVAPCD rules and applicable BPS or mitigation measures is expected to reduce project-specific GHG emissions to levels considered less than significant for both individual and cumulative impacts.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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IX. Hazards and Hazardous Materials.

Would the project:

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

Impact Discussion:

- a-g) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited-service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop.

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. Construction and operation of the project could involve the use of hazardous materials, including fuels, solvents, and cleaning chemicals for the truck wash and fueling operations. All construction and operational activities would be subject to federal, state, and local laws, regulations, and County Development Title requirements designed to minimize or avoid potential health and safety risks associated with hazardous materials.

The project site is located within the New Jerusalem Airport area of influence; however, the proposed development is not anticipated to affect airport operations or pose a safety risk to air traffic.

As a result, implementation of the proposed project would result in a less-than-significant impact related to hazards and hazardous materials (Items A–G).

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-e) This project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop.

The project site is located in Flood Zone X, 0.2 percent annual chance of flood designation. A referral has been sent to the Department of Public Works, Flood Control Division for comments. Any new development will be required to comply with Development Title Section 9-1605 regarding flood hazards.

The project proposes multiple underground gasoline and diesel storage tanks associated with the fueling stations. The project will be subject to the Environmental Health Department's rules and regulations regarding the storage of motor vehicle fuels. These include compliance with the Underground Storage Tank Program (Health and Safety

Code Sections 25286 and 25280) or the Aboveground Petroleum Storage Program (Health and Safety Code Sections 25270.6 and 25270) if applicable. These requirements will be incorporated into the project's Conditions of Approval.

A referral was sent to the Banta-Carbona Irrigation District (BCID). The nearest BCID waterway is approximately 150 feet east of the project site, and the San Joaquin River is approximately 3.5 miles north. In addition to buildings, the project includes automobile and truck parking, landscaping, and on-site services for water, sewage, and storm drainage. Development Title Section 9-1135.2(c) requires developers to provide drainage facilities to prevent increased runoff from discharging onto other properties. Stormwater will be retained on-site and managed to meet all applicable standards to ensure no adverse effects on groundwater or surface water quality.

A referral was sent to the Central Valley Regional Water Quality Control Board for review. The project will be subject to the Water Board's rules and regulations as a Condition of Approval. All new wells and septic systems will be constructed under permits from the Environmental Health Department.

As a result of compliance with State and County standards, including stormwater management, underground storage tank regulations, and wastewater requirements, the proposed project is not anticipated to substantially degrade surface or groundwater quality, conflict with water quality control plans, or conflict with a sustainable groundwater management plan. Impacts to hydrology and water quality would be no impact for items A–C and less than significant for items D–E.

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

Impact Discussion:

- a-b) The proposed project consists of several use types: Eating and Drinking Establishment—Restaurant, Limited Service; Retail Sales and Services—Convenience Store; Retail Sales and Services—Alcoholic Beverage Sales, Off-Premises; Truck Services—Washing; Fuel Sales—Automotive; and Fuel Sales—Truck. Some of these use types are conditionally permitted in the C-FS (Freeway Services Commercial) zone subject to an approved Use Permit application, while others may be allowed with an Administrative Use Permit. For the purposes of this project, all proposed uses are included under a single Conditional Use Permit application.

This project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop. The project site is surrounded by residential, commercial, and agricultural uses. The project will not physically divide an established community and is consistent with surrounding land uses.

The zoning and the General Plan designation for the project site will remain the same if the project is approved. The proposed project will have a less-than-significant impact on surrounding parcels and will not create premature development pressure on adjacent agricultural lands to convert land from agricultural to non-agricultural uses because it is surrounded by existing commercial, industrial, and residential development. Therefore, the project is not considered growth-inducing.

The proposed project will not conflict with any existing or planned uses or set a significant land use precedent. The project is not in conflict with any Master Plans, Specific Plans, or Special Purpose Plans, or any other applicable plan adopted by the County.

Impacts related to land use and planning are no impact for item A and less than significant for item B.

	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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

- a-b) The proposed project will not result in the loss of availability of a known mineral resource or a resource recovery site because the project 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. Although a portion of the project site is designated MRZ-1, there is currently no mining activity in the area, and the surrounding area is developed with residential, agricultural, and commercial uses. Therefore, the proposed project will have a less-than-significant impact on the availability of mineral resources or mineral resource recovery sites within San Joaquin County.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-c) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited-service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop. The nearest single-family residence is located approximately 1,590 feet southwest of the project site.

Development Title Section 9-1025.9 lists the Residential use type as a noise-sensitive land use. Development Title Table 9-1025.9 Part II states that the maximum sound level for stationary noise sources during the daytime is 70 dB and 65 dB during nighttime. This applies to outdoor activity areas of the receiving use or at the lot line if no activity area is known. Additionally, noises from construction activities are exempt from noise standards provided construction occurs no earlier than 6:00 A.M. and no later than 9:00 P.M.

The proposed project would be subject to these Development Title standards. Truck movements, idling, and operations at the truck wash would occur primarily within the site and are regulated under existing County noise standards. Given the substantial distance between the project site and nearby residential uses, combined with adherence to applicable ordinance requirements and standard operational controls, noise impacts from the proposed project, including the addition of truck and trailer parking, are expected to be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XIV. Population and Housing.

Would the project:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

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

Impact Discussion:

- a-b) This project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop.

The proposed project will not induce substantial unplanned population growth in the area because it does not include any residential units. The project will not displace any existing housing or population and does not affect the amount of proposed or existing housing in the vicinity. Therefore, impacts on population and housing are less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XV. Public Services.

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

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

Impact Discussion:

- a) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop.

Fire protection services in the project vicinity are provided by the South San Joaquin County Fire Authority. Law enforcement protection is provided by the San Joaquin County Sheriff's Department. The school district serving the area is the New Jerusalem School District. No parks or recreational facilities will be impacted by the proposed project.

The project is not anticipated to create a substantial new demand for public services beyond what can be accommodated by existing infrastructure and agencies. Therefore, impacts to public services are considered less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XVI. Recreation.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?



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 is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop.

The proposed project will not substantially increase the use of existing neighborhood or regional parks because it does not include residential units or a substantial new population. Additionally, the project does not include recreational facilities or require the construction or expansion of such facilities that might have an adverse physical effect on the environment. Therefore, no impacts to recreation opportunities are anticipated.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XVII. Transportation.

Would the project:

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

Impact Discussion:

- a-d) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre site, including a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers.

The project has the potential to generate vehicle trips associated with customer traffic, truck movements, and employee commutes. A Traffic Impact Analysis was prepared for the project dated April 21, 2022, which evaluated project-related traffic conditions and circulation at nearby intersections, including the SR 33/SR 33 Access Road intersection and the SR 33 on- and off-ramp intersections. The applicant coordinated with Caltrans and satisfied conditions requiring detailed STAA off-tracking analyses and corner sight distance evaluations. These analyses clearly identified existing roadway striping, edge of pavement conditions, and areas requiring roadway improvements to safely accommodate truck turning movements. Additionally, corner sight distance calculations and line-of-sight drawings were provided, identifying physical obstructions and incorporating mitigation measures to improve visibility at affected intersections.

Pursuant to the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA and consistent with CEQA Guidelines, commercial and retail developments less than 50,000 square feet may be presumed to have a less-than-significant impact on vehicle miles traveled (VMT) because they are considered local-serving. The proposed gas station and restaurant would primarily serve existing local and passing traffic along SR 33 and would not generate new regional vehicle trips. As such, the project is presumed to have a less-than-significant impact related to VMT.

With implementation of the project design features identified in the Traffic Impact Analysis, adherence to Caltrans requirements, and incorporation of recommended intersection and sight-distance improvements, the project would not substantially increase traffic hazards, conflict with adopted transportation plans, or result in unsafe roadway conditions. The site is designed to accommodate anticipated vehicular, truck, and trailer circulation internally without adversely affecting surrounding roadways. Therefore, impacts related to transportation, circulation, roadway safety, and vehicle miles traveled would be less than significant for Checklist Items A–D.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XVIII. Tribal Cultural Resources.

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

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Impact Discussion:

a-b) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop.

Referrals have been sent to the United Auburn Indian Community (UAIC), North Valley Yokuts Tribe, and the Buena Vista Rancheria for review. If any suspected Tribal Cultural Resources (TCR) are discovered during ground-disturbing activities, all work shall cease within 100 feet of the find. A Tribal Representative from the culturally affiliated tribe shall be immediately notified to determine if the find is a TCR pursuant to Public Resources Code Section 21074. The Tribal Representative will make recommendations regarding the treatment of the discovery. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort shall be made to preserve resources in place, including through project redesign if necessary. Work at the discovery location may not resume until all necessary investigation and evaluation of the discovery under CEQA, including AB 52, has been satisfied. The contractor shall implement any measures deemed necessary and feasible by the lead agency to preserve, avoid, or minimize impacts to the resource, including facilitating appropriate tribal treatment of the find. These requirements have been incorporated into the project's Conditions of Approval.

Additionally, should human remains be discovered during any ground-disturbing activities, all work shall stop immediately in the vicinity (e.g., 100 feet) of the finds until they can be verified. The County coroner shall be immediately contacted in accordance with Health and Safety Code section 7050.5(b). Protocols outlined in Health and Safety Code sections 7050.5(b) and 7050.5(c), as well as Public Resources Code section 5097.98, shall be followed.

As a result of these conditions and existing Health and Safety Code regulations, any impact to tribal cultural resources is anticipated to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in The Prior EIR
<u>XIX. Utilities and Service Systems.</u>					
Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-e) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre project site to include a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop.

The project is not required to be served by public utilities. Water will be provided by an on-site well, and sewer services will be provided via an on-site septic system. Storm water drainage will be retained on-site in accordance with County standards. Parcels zoned C-FS (Freeway Services Commercial) may utilize an on-site well, a septic system, and retain all storm water on-site. The Environmental Health Department and the Department of Public Works will determine the required capacity and design of these systems prior to operation to ensure adequate service and compliance with County regulations.

As a result, impacts to utilities and service systems 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
<u>XX. Wildfire.</u>					
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-d) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre site, including a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop.

Pursuant to the San Joaquin Fire Severity Zone map, the project site is located in a non-wildland/non-urban fire hazard area. The project will have access directly from the northern terminal of the State Route 33 off-ramps, and all access driveways will be required to meet applicable San Joaquin County and California Fire Code standards. Because the project is located in a non-wildland area and will meet all applicable fire code and access requirements, it is not anticipated to expose people or structures to significant wildfire risk.

As a result, the proposed project will have no impact with respect to potential wildfire hazards.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a-c) The proposed project is a Conditional Use Permit application to develop a truck stop on an approximately 9.58-acre site, including a 10,000 square foot convenience store, a 2,000 square foot limited service restaurant, refueling canopies with five (5) gasoline dispensers and six (6) diesel dispensers, a 7,000 square foot truck wash and service building, 94 automobile parking spaces, and truck and trailer parking for sixty-six (66) trucks and fifty-six (56) trailers. The project site includes the approximately 3-acre site of a previously approved truck stop under Use Permit PA-2100077. The project site proposes access from the northern terminal of the State Route 33 off-ramps, with the Interstate 5 on-ramp located approximately 1,140 feet northeast of Ahern Road (State Route 33). The proposed project will utilize an onsite water well, an onsite septic system, and an onsite storm water drainage pond. A portion of the project site is under a Williamson Act contract.

The proposed project does not have the potential to degrade the environment or eliminate a plant or animal community. The project would not result in significant cumulative impacts and would not cause substantial adverse effects on human beings, either directly or indirectly. As a result, no significant environmental impacts are anticipated under CEQA Mandatory Findings of Significance.

