



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: Site Approval No. PA-2200274

PROJECT LOCATION: The project site is on the west side of N. Broadway Ave., 385 feet north of E. Fremont St., Stockton., San Joaquin County. (APN/Address: 143-220-01 / 878 N. Golden Gate Ave., Stockton)) (Supervisory District: 1)

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

The Property is zoned I-L (Limited Industrial) and the General Plan designation is I/L (Limited Industrial).

PROPONENT: Frank Spingolo Warehouse Company / Mike Smith Engineering

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: April 23, 2025

Contact Person:

Giuseppe Sanfilippo Phone: (209) 468-0227 Fax: (209) 468-3163 Email: gsanfilippo@sjgov.org

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Page: 1 of 38 Fee: \$0.00
Steve J. Bestolarides
San Joaquin County Clerk

By Deputy: samanthatl



INITIAL STUDY/NEGATIVE DECLARATION

[Pursuant to Public Resources Code Section 21080(c) and California Code of Regulations, Title 14, Sections 15070-15071]

LEAD AGENCY: San Joaquin County Community Development Department

PROJECT APPLICANT: Frank Spingolo

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

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

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

ASSESSOR PARCEL NO.: 143-220-01

ACRES: 8.28 acres

GENERAL PLAN: I/L (Limited Industrial)

ZONING: I-L (Limited Industrial)

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

SURROUNDING LAND USES:

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

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:

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

Many of these original source materials have been collected from other public agencies or from previously prepared EIR's and other technical studies. Additional standard sources which should be specifically cited below include on-site visits by staff (June 20, 2023, a Traffic Study prepared by GHD on September 1, 2023, San Joaquin Valley Air Pollution Control District Air Impact Assessment dated May 6, 2024, Health Risk Assessment dated December 1, 2024) staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application. Copies of these reports can be found by contacting the Community Development Department.

TRIBAL CULTURAL RESOURCES:

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

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

No

GENERAL CONSIDERATIONS:

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

☐ Yes ☒ No

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

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

☒ Yes ☐ No

Agency name(s): City of Stockton, Air Pollution Control District

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

☒ Yes ☐ No

City: City of Stockton

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|---|
| <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: Giuseppe Sanfilippo
Senior Planner

4/23/2025

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

Impact Discussion:

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

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

- d) The proposed project includes security lighting and will be required to adhere to Lighting and Illumination requirements in San Joaquin County Development Title Section 9-403, which requires shielding of outdoor lighting fixtures so as not to be directly visible from a public street or an adjacent lot with limited exceptions. As a result, the proposed project is not anticipated to create any new source of substantial light or glare affecting day or nighttime views in the area and is anticipated to have a less than significant impact on such views.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

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

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

There are no forest resources or zoning for forestlands or timberland, as defined by Public Resources Code and Government Code, located on or near the project site. The site is also not an agricultural property. Therefore, the

project will have a less than significant on forest land or timberland production, and will not result in the loss or conversion of such land or the conversion of agricultural land. As a result, the project is anticipated to have a less than significant impact on agriculture and forestry resources.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

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

The San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) has been established by the State in an effort to control and minimize air pollution. The applicant will be required to meet existing requirements for emissions and dust control as established by SJVAPCD. The project was referred to the SJVAPCD for review on December 19, 2023. On January 9, 2024 the SJVAPCD submitted a letter requiring the applicant to submit an Air Impact Assessment. The applicant submitted an approval letter from the SJVAPCD dated May 6, 2024, requiring the applicant to participate in District Enforced Emission Reduction Measures, which include:

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

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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IV. BIOLOGICAL RESOURCES:

Would the project:

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

Impact Discussion:

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

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

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

There are no known historical or archaeological resources on the site. Additionally, there are no known human remains located on the site. If unique archaeological resources are discovered on the site during project construction, the site shall be treated in accordance with the provisions of Public Resources Code Section 21083.2. If any historical resources are discovered on site, the developer shall follow the procedures in State CEQA Guidelines Section 15064.5

In the event human remains are discovered at any point of the project, California state law requires that there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county has determined the manner and cause of death. Recommendations concerning the treatment and disposition of the human remains shall have been made to the person responsible for the excavation (California Health and Safety Code - Section 7050.5). At the time development, if Human burials are found to be of Native American origin, the developer shall follow the procedures pursuant to State CEQA Guidelines Section 15064.5 As a result, the project is anticipated to have a less than significant impact on cultural resources.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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VII. GEOLOGY AND SOILS.

Would the project:

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

Impact Discussion:

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

- a) According to the California Department of Conservation's California Geological Survey, the project site is not located within an earthquake fault zone. However, like other areas located in seismically active Northern California, the project area is susceptible to strong ground shaking during an earthquake, and the site would not be affected by ground shaking more than any other area in the region. The project site is relatively flat, and all building permit submittals for the project will be reviewed by the Building Division for compliance with the California Building Code, which includes seismic requirements, and is not anticipated to directly or indirectly cause potential substantial adverse effects related to seismic-related ground failure or landslides. Therefore, any related impacts are anticipated to be less than significant.
- b-c) As part of the project design process, a soils report will be required for grading and foundations and all

recommendations from a soils report must be incorporated into the construction plans. As a result of these grading recommendations, which are required by the California Building Code (CBC), the project would not be susceptible to the effects of any loss of topsoil, soil erosion, potential lateral spreading, subsidence, or liquefaction. Compliance with the CBC and the engineering recommendations in the site-specific soils report would ensure structural integrity in the event that seismic-related issues are experienced at the project site. Therefore, impacts associated with unstable geologic units are expected to be less than significant.

- d) The proposed project is located on expansive soil. The Building Department will review the required soil study and will not issue a Building Permit if it is found the development of the site could lead to the risk of a loss of life because of the expansiveness of the soil. As a result, it can be anticipated that any risk to life would be considered less than significant.
- e) The project site is proposing to add a new septic system and related leach lines to the site for wastewater disposal, which will require permits from the San Joaquin County Environmental Health Department and must meet the county's standards. Additionally, a soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to issuance of building permits pursuant to Development Title, Section 9-604.010(d). As such, the project is expected to have a less than significant impact related to adequately supporting a wastewater system.
- f) The project area has not been determined to contain significant historic or prehistoric archeological or paleontological artifacts that could be disturbed by potential future site development. The project site also does not contain any known unique geologic features. Therefore, damage to unique paleontological resources, sites or geologic features is expected to be less than significant.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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

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

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

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

It should be noted that neither the SJVAPCD nor the County provide project-level thresholds for construction-related GHG emissions. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change.

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

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

Impact Discussion:

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

Pursuant to the Hazardous Materials Disclosure Survey submitted with the application, the project is not expected to use or store hazardous materials on site; therefore, the risk of hazard due to the transportation or use of hazardous materials is expected to be less than significant.

- d) The project site is not listed as a hazardous materials site on the California Department of Toxic Substances Control EnviroStor database map, compiled pursuant to Government Code 65962.5 and as noted above, does not include the use or storage of hazardous materials on-site. Therefore, the project is anticipated to have no impact on creating a significant hazard to the public or the environment.

- e) The project site is not located within an airport land use plan or within two (2) miles of an airport. The nearest airport is the Stockton Metropolitan Airport, which is located approximately five miles south of the project site. Therefore, impacts resulting from airport noise levels to people in the project area are expected to be less than significant.
- f) The project site is located on North Broadway Avenue, which has a local classification of local road, defined as two-lane streets that provide local access and service. This includes residential, commercial, industrial, and rural roads. All work and work equipment will be on site with no interference to traffic. The project site is also not anticipated to have a significant impact on the amount of area traffic, as the number of employee and customer trips is 45 per day. As a result of the Traffic Impact Study performed for the project, the Department of Public Works determined that the project must convert the intersection of Broadway Avenue and Fremont Street to an all-way stop. This item will be incorporated into the project's Conditions of Approval. Therefore, the impact on emergency response or evacuation plans is expected to be less than significant.
- g) The project location is in the Urban community just outside of the City of Stockton and is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project site, including people or structures, is expected to be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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X. HYDROLOGY AND WATER QUALITY.

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

Impact Discussion:

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

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

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

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

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

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

Impact Discussion:

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

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

The proposed uses are permitted in the I-L (Limited Industrial) zone with an approved Site Approval application. The zoning and the underlying General Plan designation of I/L (Limited Industrial) for the project site will remain the same if the project is approved. Additionally, the proposed project will have a less than significant impact to surrounding parcels with inclusion of the recommended conditions of approval and will not create premature development pressure on surrounding properties. Therefore, this project is not a growth-inducing action. Additionally, the proposed project will not conflict with any existing or planned uses or set a significant land use precedent. The proposed project is not in conflict with any Master Plans, Specific Plans, or Special Purpose Plans, or any other applicable plan adopted by the County. As a result, the project is anticipated to have a less than significant impact related to land use and planning.

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

San Joaquin County applies a mineral resource zone (MRZ) designation to land that meets the significant mineral deposits definition by the State Division of Mines and Geology. The project site is in the MRZ-1 zone, but no mining is proposed. Additionally, there currently is no mining activity in the area, and the surrounding area is developed with industrial, commercial and residential uses. The proposed project will not result in the loss of availability of a known mineral resource of a resource recovery site because the site does not contain minerals of significance or known mineral resources. Therefore, the proposed project will have less than a significant impact on the availability of mineral resources or mineral resource recovery sites within San Joaquin County

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

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

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

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

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

The proposed project will not alter the location distribution, density, or growth rate of the human population in the area. The project does not propose housing within the project boundary and is anticipated to provide a service to existing housing in the area. Therefore, the project will not induce substantial unplanned population growth in the area. Additionally, the site is currently vacant land, and the proposed project will not result in displacement of any population or affect the amount of proposed or existing housing in the vicinity. As a result, the project's impact on population and housing will be less than significant.

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

The project site is within the Stockton Fire District and is served by the San Joaquin County Sheriff's Office for police protection. The site is also within the Stockton Unified School District and the nearest County Park is Gianone Park. A referral was sent to the applicable agencies and no responses were received pertaining to concerns about response times or the need for new facilities. The proposed project is not anticipated to result in substantial adverse physical impacts to existing service ratios, response times or other performance objectives for fire protection or police protection. No additional schools or park areas are required as a result of the proposed project. Therefore, the proposed project is anticipated to have a less than significant impact on public services.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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

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

The proposed project will not substantially increase the use of existing neighborhood and regional parks or other recreational facilities because no increase in housing population is associated with this application. Additionally, the project does not include proposed recreation facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. As a result, no impacts to recreation facilities are anticipated.

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

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

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

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

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

- d) The project proposes access from a new 60-foot-wide driveway along North Broadway Avenue. Although the project has frontage along North Golden Gate Avenue, no access is proposed along this roadway. The project referral was sent to the San Joaquin County Sheriff's Office, and the Stockton Fire District for review, and the Fire District included the following requirements for access in their response:
- Address correction: If the site is not accessed from the Golden Gate Avenue frontage, the address for the project should be recorded under 1011 N. Broadway Street as this is where the driveway will be.

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

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

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

Impact Discussion:

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

On January 30, 2023, referrals were sent to United Auburn Indian Community, California Valley Miwok Tribe, California Tribal TANF Partnership, North Valley Yokuts Tribe, and Buena Vista Rancheria for review. A response was received by the Buena Vista Rancheria on January 31, 2024, and it stated that the Tribe had no objections to the project. If human burials found to be of Native American origin are encountered at the time of development, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the find. The developer shall follow the procedures pursuant to the procedures in State CEQA Guidelines Section 15064.5

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

Impact Discussion:

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

The applicant proposes connecting to a public water service for water and provided a "will serve" letter from the California Water Service (CalWater) indicating that there is sufficient water supply for the proposed development.. Therefore, the applicant is proposing an on-site septic system for wastewater, and an on-site retention basin for storm water drainage. The proposed septic system must be installed under a permit by the San Joaquin County Environmental Health Department and subject to their rules and regulations. Additionally, as an ordinance requirement, the property is required to keep all storm drainage on site and follow all San Joaquin County Public Works rules and requirements pertaining to storm drainage. As a result, impacts related to utility and service systems are expected to be less than significant.

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

Impact Discussion:

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

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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

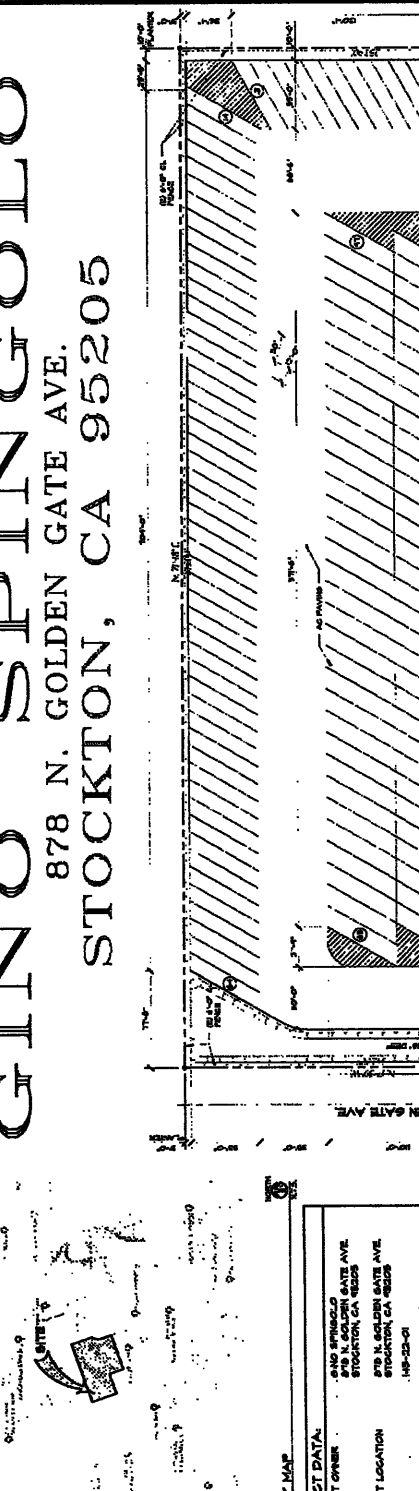

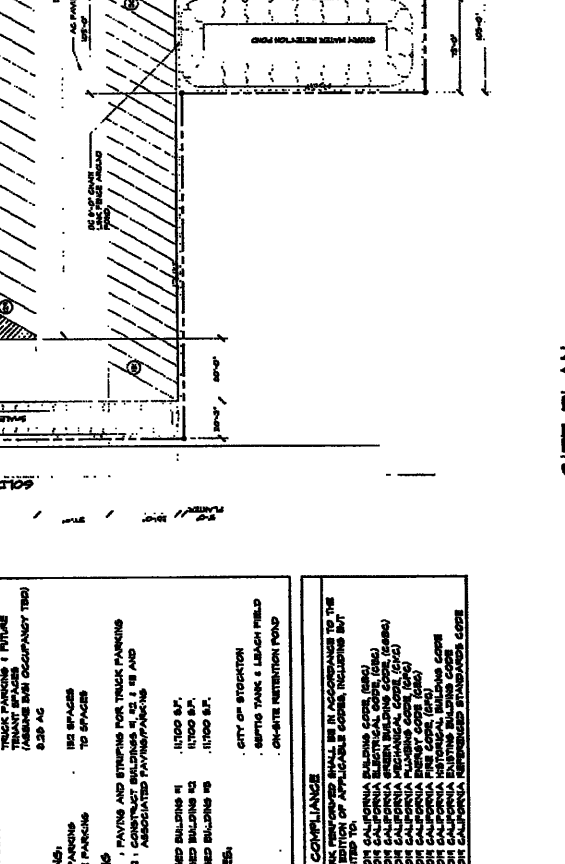
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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

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

<h1 style="margin: 0;">PROPOSED SITE APPROVAL FOR:</h1> <h1 style="margin: 0;">GINO SPINGOLO</h1> <p style="margin: 0;">878 N. GOLDEN GATE AVE. STOCKTON, CA 95205</p>			
<p>VICINITY MAP</p> 		<p>SITE PLAN</p> 	
<p>PROJECT DATA:</p> <p>PROJECT OWNER: GINO SPINGOLO 878 N. GOLDEN GATE AVE STOCKTON, CA 95205</p> <p>PROJECT LOCATION: 878 N. GOLDEN GATE AVE STOCKTON, CA 95205</p> <p>APN: HP-33-01</p> <p>PROJECT DESCRIPTION: SITE APPROVAL FOR TRUCK PARKING & FUTURE INDUSTRIAL DEVELOPMENT (FABRIQUE BAY OCCUPANCY TYPED)</p> <p>ACRES: 0.23 AC</p> <p>PARKING: SEE SPACES TO SPACES</p> <p>TRUCK PARKING: SEE SPACES</p> <p>VEHICLE PARKING: SEE SPACES</p> <p>PHASING: PHASE 1 - PAVING AND STRIPS FOR TRUCK PARKING PHASE 2 - CONSTRUCT BUILDINGS # 1, 2, 3 & 4 PHASE 3 - ASSOCIATED INFRASTRUCTURE</p> <p>AREA: PROPOSED BUILDING # 1: 11,000 SQ. FT. PROPOSED BUILDING # 2: 11,000 SQ. FT. PROPOSED BUILDING # 3: 11,000 SQ. FT.</p> <p>UTILITIES: CITY OF STOCKTON WATER, SEWER, GAS, ELECTRIC, TELEPHONE, CABLE TV, OPTIC FIBER, LEACH FIELD, ON-SITE RETENTION POND</p>		<p>CODE COMPLIANCE:</p> <p>ALL WORK PERFORMED SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF APPLICABLE CODES, INCLUDING BUT NOT LIMITED TO:</p> <ul style="list-style-type: none"> • 2018 CALIFORNIA BUILDING CODE (CBC) • 2018 CALIFORNIA ELECTRICAL CODE (CEC) • 2018 CALIFORNIA MECHANICAL CODE (CMC) • 2018 CALIFORNIA PLUMBING CODE (CPC) • 2018 CALIFORNIA FIRE CODE (FC) • 2018 CALIFORNIA NATIONAL BUILDING CODE (NBC) • 2018 CALIFORNIA INTERNATIONAL BUILDING CODE (IBC) • 2018 CALIFORNIA RETROFIT STANDARDS CODE (RSC) 	

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

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

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: PA-2200274 (SA)

Lead Agency: San Joaquin County Community Development Department

Contact Person: Giuseppe Sanfilippo

Mailing Address: 1810 E. Hazelton Ave

Phone: (209) 468-0227

City: Stockton

Zip: 95205

County: San Joaquin

Project Location: County: San Joaquin

City/Nearest Community: Stockton

Cross Streets: North Broadway Avenue, East Fremont Street

Zip Code: 95205

Longitude/Latitude (degrees, minutes and seconds): _____ ° _____ ' _____ " N / _____ ° _____ ' _____ " W Total Acres: _____

Assessor's Parcel No.: 143-220-01

Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: St Rt 99

Waterways: Stockton Diverting Canal

Airports: Stockton Metropolitan Airport

Railways: Stockton Terminal East

Schools: Filmore Elementary

Document Type:

CEQA: ☐ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) _____ ☐ Draft EIS ☐ Other: _____
☒ Mit Neg Dec Other: _____ ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☒ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other: _____

Development Type:

☐ Residential: Units _____ Acres _____ ☐ Transportation: Type _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____ ☐ Mining: Mineral _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____ ☐ Power: Type _____ MW
☒ Industrial: Sq.ft. 35,100 Acres 8.28 Employees 20 ☐ Waste Treatment: Type _____ MGD
☐ Educational: _____ ☐ Hazardous Waste: Type _____
☐ Recreational: _____ ☐ Other: _____
☐ Water Facilities: Type _____ MGD _____

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☐ Archeological/Historical ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☐ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☐ Coastal Zone ☒ Noise ☐ Solid Waste ☒ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☐ Cumulative Effects
☐ Economic/Jobs ☐ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: _____

Present Land Use/Zoning/General Plan Designation:

Vacant/ I-L (Limited Industrial)/I/L (Limited Industrial)

Project Description: (please use a separate page if necessary)

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

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input checked="" type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District #10	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB #5s
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region #2	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	
<input type="checkbox"/> Health Services, Department of	<input checked="" type="checkbox"/> Other: California Department of Motor Vehicles
<input type="checkbox"/> Housing & Community Development	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date 4/23/2025 Ending Date 5/22/2025

Lead Agency (Complete if applicable):

Consulting Firm: Mike Smith Engineering
Address: P.O. Box 611
City/State/Zip: Lodi/CA/95291
Contact: Mike Smith
Phone: 209-334-2592

Applicant: Frank Spingolo Warehouse Co. Inc
Address: 1011 N. Broadway Street
City/State/Zip: Stockton/CA/95205
Phone: 209-993-3737

Signature of Lead Agency Representative: 

Date: 4/23/2025

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: PA-2200274 (SA)

Lead Agency: San Joaquin County Community Development Department

Contact Name: Giuseppe Sanfilippo

Email: gsanfilippo@sjgov.org Phone Number: 209-468-0227

Project Location: Stockton, California San Joaquin
City *County*

Project Description (Proposed actions, location, and/or consequences).

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

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

None

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

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

Provide a list of the responsible or trustee agencies for the project.

San Joaquin County Department of Public Works
San Joaquin County Environmental Health Department
CalTrans District 10
California Highway Patrol
California Department of Motor Vehicles
Central Valley Regional Water Quality Control Board
California Department of Fish and Game
Air Resources Board
City of Stockton