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Community Development Department

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Jennifer Jolley, Director

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MITIGATED NEGATIVE DECLARATION

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

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

 County Clerk, County of San Joaquin

PROJECT TITLE: Administrative Use Permit No. PA-2300159

PROJECT LOCATION: The project site is on the east side of S. French Camp Rd., 600 feet south of W. Yettner Rd., French Camp, San Joaquin County. (APN/Address: 193-020-03 & -02 / 6130 S. French Camp Rd., French Camp) (Supervisory District: 3)

PROJECT DESCRIPTION: An Administrative Use Permit application for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot structure for an office, a repair shop to be utilized for trucks parked at the site only, and storage use. The operation will utilize an onsite well and septic system. An onsite retention pond is proposed for storm water drainage. (Use Type: Truck Services – Parking and Repairs)

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

PROPOSER: Sonia Sandhu / Sonia Sandhu

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

Date: August 1, 2025

Contact Person:

Jessica Leal Phone: (209) 468-3140 Fax: (209) 468-3163 Email: jleal@sjgov.org

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Mon Aug 04 13:59:16 PDT 2025
Page: 1 of 38 Fee: \$0.00
Steve J. Bestolarides
San Joaquin County Clerk

By Deputy: kmchugh



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: Sonia Sandhu

Project Title/File Number(s): PA-2300159

Project Description: An Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot structure for an office, a repair shop to be utilized for trucks parked at the site only, and storage use. The operation will utilize an onsite well and septic system. An onsite retention pond is proposed for storm water drainage. (Use Type: Truck Services – Parking and Repairs)

On the east side of South French Camp Road, 600 feet south of West Yettner Road, French Camp.

Assessor's Parcel No(s): 193-020-62

Acres: 6.67 acres

General Plan: C/G (General Commercial)

Zoning: C-G (General Commercial)

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

Truck parking for 87 trucks and 138 trailers, and two buildings totaling 5,900 square feet to be used as office space.

Surrounding Land Uses:

North: General Commercial, Scattered Residences, City of Stockton, French Camp Slough

South: General Commercial, Agricultural, San Joaquin General Hospital

East: Limited Industrial, Southern Pacific Railroad, City of Stockton, French Camp Slough

West: General Commercial, Agricultural, San Joaquin General Hospital, Interstate 5

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 3, 2025); staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application (Air Impact Assessment, February 26, 2024, San Joaquin Valley Air Pollution Control District). Copies of these reports can be found by contacting the Community Development Department.

Tribal Cultural Resources:

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

Yes

General Considerations:

PA-2300159 – Initial Study

General Considerations:

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

☐ Yes ☒ No

Nature of concern(s): Enter concern(s) or delete section if not applicable.

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

☒ Yes ☐ No

Agency name(s): San Joaquin Valley Air Pollution Control District

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

☒ Yes ☐ No

City: City of Stockton

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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


 Signature: Jessica Leal
 Assistant Planner

7/31/25
 Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

ISSUES:

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

Impact Discussion:

- a-c) This project is an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

The proposed project site is located on the east side of South French Camp Road, 600 feet south of West Yettner Road just south of the City of Stockton. Pursuant to the 2035 General Plan, this area is within the sphere of influence 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 is not located along a scenic route. The site is located 150 feet south of the French Camp Slough; however, it is not visible from the project site due to tree growth between the project site and the waterway. 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 General Commercial zoning. Therefore, the proposed project is anticipated to have a less than significant impact on scenic vistas and resources.

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

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

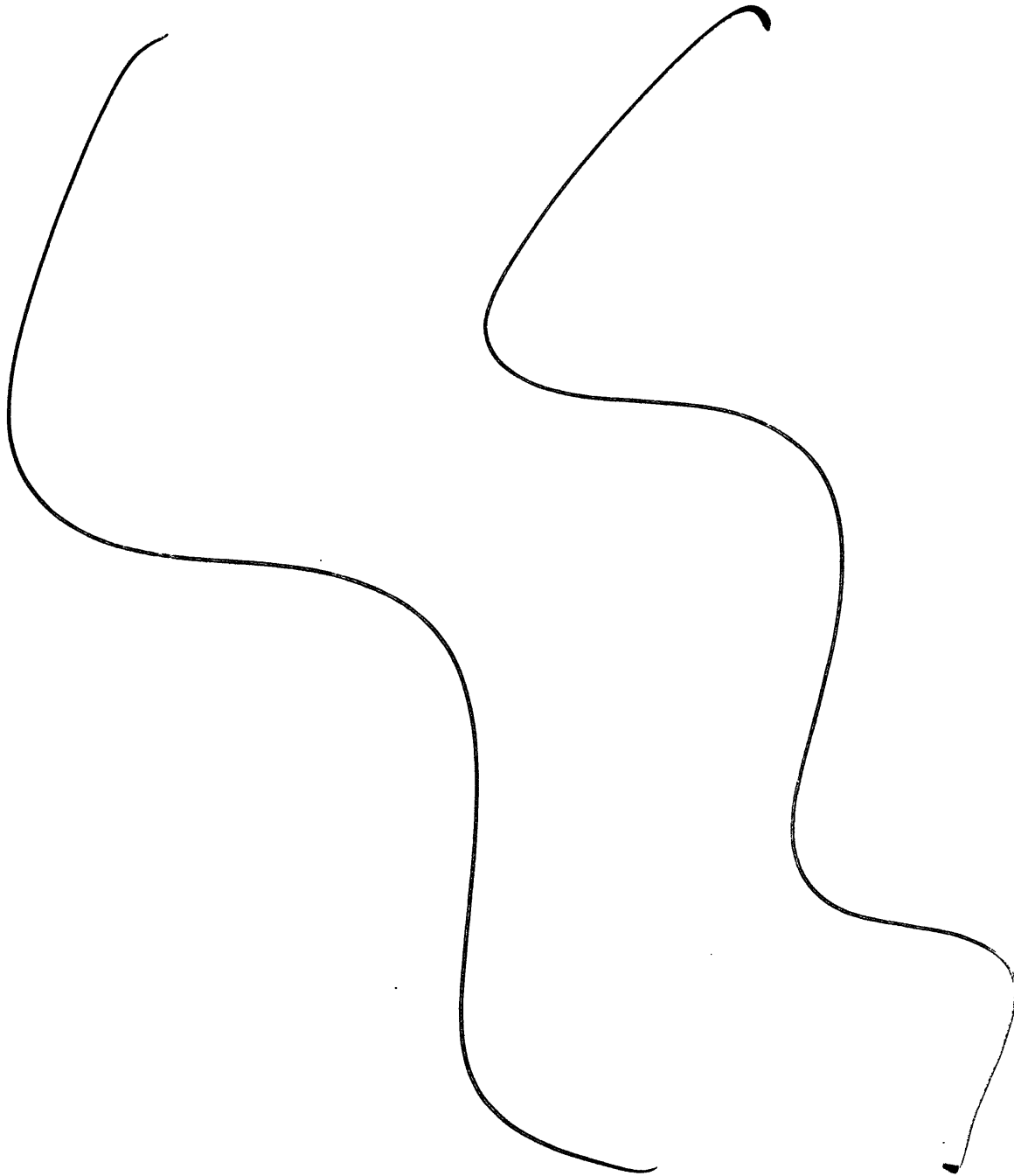
- | | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to 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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

The project site is zoned C-G (General Commercial), and therefore is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is not under a Williamson Act contract. Additionally, the proposed uses may be conditionally permitted in the C-G zone with an approved Administrative Use Permit. Therefore, the project will not be converting prime farmland, nor will it conflict with the current zoning or Williamson Act contract.

There are no forest resources or zoning for forestlands or timberland, as defined by Public Resources Code and Government Code, located on or near the project site. The site is also not an agricultural property; therefore the project will have a less than significant impact on forest land or timberland production. Additionally, the project will not result in the loss or conversion of such land or the conversion of agricultural land. As a result, the project is anticipated to have less than significant impact on agriculture and forestry resources.



III. Air Quality.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Conflict with or obstruct implementation of the applicable air quality plan?	<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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has been established by the State of California to control and minimize air pollution. The applicant will be required to meet existing requirements for emissions and dust control as established by SJVAPCD. The project was referred to the SJVAPCD for review on September 14, 2023. On September 23, 2023 the SJVAPCD submitted a letter requiring the applicant to submit an Air Impact Assessment. The applicant submitted an approval letter from the SJVAPCD dated February 16, 2024, requiring the applicant to participate in District Enforced Emission Reduction Measures, which include:

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

Additional requirements may include the submission of a Dust Control Plan, as specified in District Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*. If demolition is planned, an asbestos survey must be conducted by a Certified Asbestos Consultant prior to any work on a regulated facility. Once the survey is complete, the following must be submitted to the District at least 10 working days before the removal of Regulated Asbestos-Containing Material—or before demolition if no asbestos is present: the asbestos survey, an Asbestos Notification, a Demolition Permit Release, and all applicable fees. Additionally, under District Rule 2010 (*Permits Required*), it may be required to obtain an Authority to Construct permit prior to installing equipment that emits or controls air contaminants. This includes, but is not limited to, emergency internal combustion engines, boilers, and baghouses.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<u>IV. Biological Resources.</u>					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input 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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

A referral was sent to the San Joaquin Council of Governments (SJCOG) on September 14, 2023 for review. The 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
<u>V. Cultural Resources.</u>					
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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

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

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

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

Impact Discussion:

This project is an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 includes a 4,500 square foot office and truck repair building for trucks parked at the site.

- a) According to the California Department of Conservation's California Geological Survey, the project site is not located within an earthquake fault zone. However, like other areas located in a seismically active Northern California, the project area is susceptible to strong ground shaking during an earthquake, however, the site would not be affected by ground shaking more than any other area in the region. The project site is relatively flat, and all building permit submittals for the project will be reviewed by the Building Division for compliance with the California Building Code, which includes seismic requirements, and is not anticipated to directly or indirectly cause potential substantial

adverse effects related to seismic-related ground failure or landslides. Therefore, any related impacts are anticipated to be less than significant.

- b-c) As a part of the project design process, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. As a result of these grading recommendations, which are required by the California Building Code (CBC), the project would not be susceptible to the effects of any loss of topsoil, soil erosion, potential lateral spreading, subsidence, or liquefaction. Compliance with the CBC and the engineering recommendations in the site-specific soils report would ensure structural integrity in the event that seismic-related issues are experienced at the project site. Therefore, impacts associated with unstable geologic units are expected to be less than significant.
- d) The 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, the project requires a soil suitability and nitrate study that incorporates the proposed staff and customer use. This study will be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to issuance of building permits pursuant to Development Title, Section 9-604.010(d). Therefore, the project is expected to have a less than significant impact related to adequately supporting a wastewater system.

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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

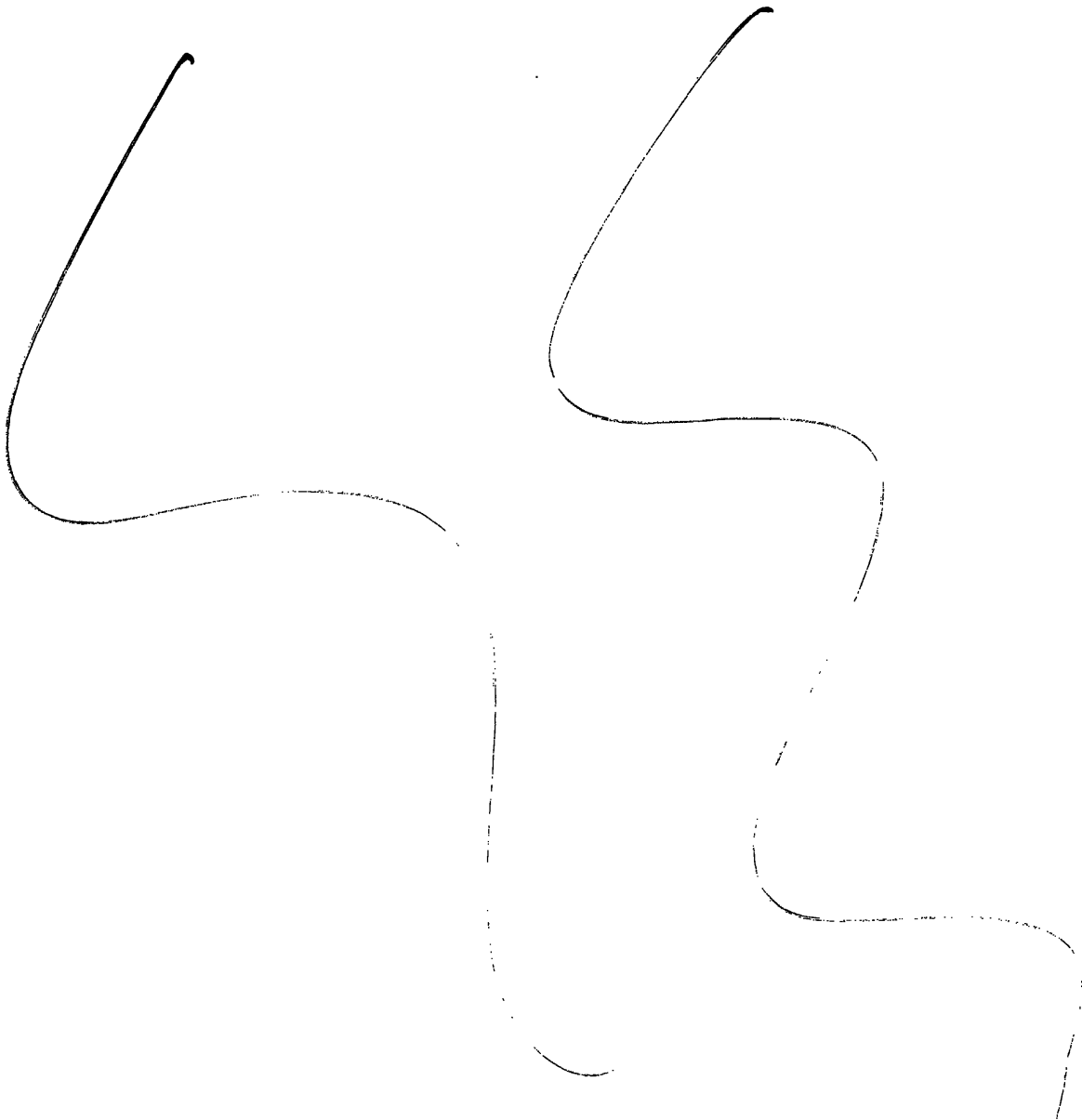
Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial, manufacturing, utility, transportation, residential, and agricultural sectors. Because of this, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city. An individual project's GHG emissions are a small portion relative to global emissions and its effects on global climate change; however, an individual project has the potential to result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

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

As previously noted, the project will be subject to the rules and regulations of the San Joaquin Valley Air Pollution Control District (SJVAPCD). SJVAPCD has adopted two key guidance documents: the *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*, and the *District Policy: Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*¹. These documents advocate the use of performance-based standards, referred to as Best Performance Standards (BPS), to evaluate the significance of a project's GHG emissions in the context of global climate change, as required under the California Environmental Quality Act (CEQA). To be deemed as having a less-than-significant individual and cumulative impact on GHG emissions, a project must incorporate BPS sufficient to achieve at least a 29% reduction in emissions compared to Business-As-Usual (BAU) levels. The SJVAPCD defines BAU as projected emissions based on a 2002–2004 baseline. If the project's use of BPS alone does not meet this 29% reduction threshold, additional project-specific mitigation measures must be implemented to demonstrate a combined reduction of at least 29%. Potential GHG mitigation strategies may include but are not limited to the installation of on-site renewable energy systems (e.g., solar photovoltaic), electric vehicle charging infrastructure, use of alternative-fueled vehicles, exceeding Title 24 energy efficiency standards, implementation of energy-efficient lighting and HVAC systems, drought-tolerant landscaping and efficient irrigation systems, and installation of low-flow plumbing fixtures.

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

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



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<u>IX. Hazards and Hazardous Materials.</u>					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

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

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

- e) The project site is within two miles of the Stockton Metropolitan Airport. However, according to the Department of Transportation *National Transportation Noise Map*¹, at the distance the project site is located from the airport, the potential noise exposure (45.0-49.9 A-weighted decibels) is no more intense than that generated from Interstate 5 (45.0-49.9 A-weighted decibels) to the west of the site. The map uses a 24-hour equivalent sound level to measure noise. The results are A-weighted noise levels, which represent the average transportation noise exposure over a full day at designated locations. Therefore, the impact that results from airport noise levels on the people in the project area is expected to be less than significant.
- f-g) The project's development is confined to a private parcel of land and not in the roadway. Additionally, the project does not require the modification of the geometric design of the road. Therefore, the project will not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Furthermore, the project location is in the Urban Community of French Camp just outside the City of Stockton and is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from DF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project site, including people or structures, is expected to be less than significant.

¹ United States Department of Transportation, Bureau of Transportation Statistics. 2020. *National Transportation Noise Map*. <https://maps.dot.gov/BTS/NationalTransportationNoiseMap/>

² United States Department of Transportation, Federal Highway Administration. February 2023. *Highway Functional Classification: Concepts, Criteria, and Procedures*. Section 3.1.4 (Minor Arterials, pg. 16).

	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:

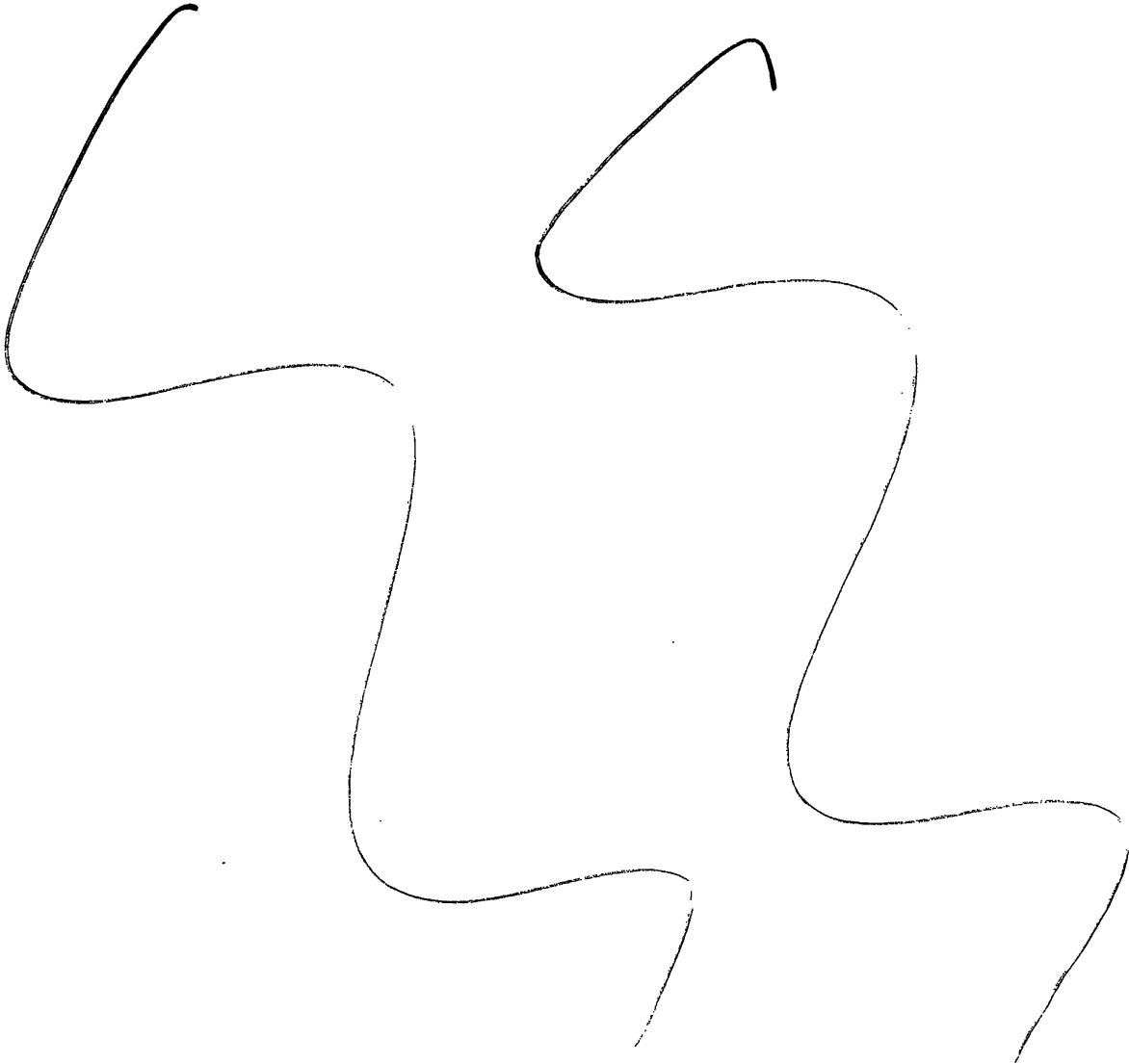
- a-b, e) This project is an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

The project will be served by an existing on-site well, which is subject to the rules and requirements of the Environmental Health Department related to water quality, as well as to the rules and requirements of the Department of Public Works related to storm drainage and groundwater. The project site is in the X and AE, 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 project site is 120 feet southwest of the French Camp Slough. 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 new on-site retention pond for water run off that will be consistent with San Joaquin County Development Standards, which are reviewed by the Department of Public Works. Therefore, the project is expected to have a less than significant impact on the drainage pattern of the site.

- d) The project site is not currently located within a Federal Emergency Management Agency Designated Flood Hazard Area and is designated as Zone AE and X, which has a 0.2% annual chance flood hazard. The project is not located within a tsunami or seiche zone. A referral was sent out to the Department of Public Works, Flood Control Division on August 17, 2023. In a letter dated October 18, 2023, 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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

The project is located within the Sphere of Influence of the City of Stockton, an area already developed with industrial, commercial, residential, and public uses. The project is contained entirely on one parcel and will not physically divide the already established community. The nearest residence is located approximately 0.25 miles west of the proposed project site on APN 193-060-34, which is located on the west side of Interstate 5 whereas the project site is located on the east side. The adjacent parcels APN 193-020-56 to the south and APN 193-060-11 to the west are zoned C-G (General Commercial) and are vacant with no development. The parcel APN 193-020-49 to the north is zoned C-G containing a mini-storage facility, Use Type: Warehouse, Storage, and Distribution – Personal. The parcel APN 193-020-17 to the east is zoned C-G containing a water wholesale and distribution facility, Use Type: Wholesale Distribution.

The proposed used are permitted in the C-G (General Commercial) zone with an approved Administrative Use Permit. The zoning and underlying General Plan designation of C/G (General Commercial) will remain the same if the project is approved. The surrounding land use consists of storage, warehouse, and distribution facilities which are low-intensity, non-residential uses. Furthermore, the proposed project will have a less than significant impact on the surrounding parcels, the implementation of the recommended conditions of approval and will not exert premature development pressure on adjacent properties. Therefore, the proposed project is not considered growth-inducing. Moreover, it will not conflict with existing or planned land uses, nor will it establish a significant precedent for future development. The project is consistent with all applicable County adopted plans, including Master plans, Specific Plans, and Special Purpose Plans. As such, it is expected to result in a less than significant impact with respect to land use and planning.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<u>XII. Mineral Resources.</u>					
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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

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

No mining activity currently exists on or near the site, and the surrounding area is developed with industrial commercial uses. The proposed project does not involve mining and will not interfere with the availability of any known mineral resources or designated mineral resource recovery sites. Therefore, the project is expected to have a less than significant impact on mineral resources within San Joaquin County.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XIII. Noise.

Would the project result in:

- 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?
- Generation of excessive ground borne vibration or ground borne noise levels?
- 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- This project is an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 includes a 4,500 square foot office and truck repair building for trucks parked at the site.

The truck operations will be from 8 AM to 5 PM, six days per week. Development Title Section Table 9-404.050 states that the maximum sound level for stationary noise sources during the daytime and nighttime and 65dB. This applies to outdoor activity areas of the receiving use, or applies at the lot line if no activity area is known. Additionally, noise from construction activities are exempt from noise standards provided the construction occurs no earlier than 6:00 AM. and no later than 9:00 P.M. The proposed project would be subject to these Development Title standards. Therefore, the noise impacts from the proposed project are expected to be less than significant.

- The project does not involve any activities that would generate excessive ground-borne vibrations or elevated noise levels. While grading and paving equipment will temporarily increase ambient noise levels in the area, these effects are expected to be short-term. According to Development Title Section 9-404.060, construction is permitted on weekdays between 6:00 a.m. and 9:00 p.m. Limiting construction to these hours will minimize noise-related impacts, reducing them to less than significant levels. Therefore, the project is expected to result in less than significant impacts related to ground-borne vibrations or ground-borne noise.
- The project site is within two miles of the Stockton Metropolitan Airport. However, according to the Department of Transportation *National Transportation Noise Map*¹, at the distance the project site is located from the airport, the potential noise exposure (45.0-49.9 A-weighted decibels) is no more intense than that generated from Interstate 5 (45.0-49.9 A-weighted decibels) to the west of the site. The map uses a 24-hour equivalent sound level to measure noise. The results are A-weighted noise levels, which represent the average transportation noise exposure over a full day at designated locations. Therefore, the project will have a less than significant impact on the exposure of people residing or working in the project area to excessive noise levels.

¹ United States Department of Transportation, Bureau of Transportation Statistics, 2020. *National Transportation Noise Map*. <https://maps.dot.gov/BTS/NationalTransportationNoiseMap/>

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

Would the project:

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

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

Impact Discussion:

- a-b) This project is an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 includes a 4,500 square foot office and truck repair building for trucks parked at the site.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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) This project is an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 includes a 4,500 square foot office and truck repair building for trucks parked at the site.

The project site is within the French Camp McKinley Fire District and is served by the San Joaquin County Sheriff's Office for police protection. The site is also within the Manteca Unified School District and the nearest County Park is Weston Park. A referral was sent to the applicable agencies, and no responses were received pertaining to concerns in regard to 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 because 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) This project is an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 includes a 4,500 square foot office and truck repair building for trucks parked at the site.

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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) This project is an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 includes a 4,500 square foot office and truck repair building for trucks parked at the site.

There are no proposed or planned transit, roadways, bicycle, or pedestrian facilities within the project area. Therefore, a less than significant impact will occur when it comes to conflicts with programs plans, ordinances, or policies addressing the circulation system.

- b) The project site is located on South French Camp Road, which is classified as a minor arterial road. Minor arterials provide service for trips of moderate length and offer connectivity to the higher arterial system². Minor arterials provide a connection between interstate, other freeways and expressways, and principal arterial roadways. For VMT forecasting, the San Joaquin County Transportation Analysis Guidelines (September 2020, page 5) states that VMT is only relevant for daily automobile travel. As this project is a truck parking facility and due to the proximity to Interstate 5 and existing industrial facilities, it is expected to have an insignificant impact on VMT. This project synergizes well with other truck facilities in the area and provides direct access to Interstate 5 and other major distribution centers in the area, decreasing the need for trucks to travel further to find adequate parking and resting facilities. A referral was sent to the Department of Public Works and the California Department of Transportation on August 17, 2023. On January 24, 2024, Public Works provided a comment on the project that states they would not require a Traffic Impact Study. Thus, the proposed truck parking project would have a less than significant impact on VMT. Thus, the project will no conflict or be inconsistent with CEQA Guidelines section 15064.3(b).
- c) The project site has direct access from French Camp Road, which is a relatively flat road. French Camp Road has an existing and planned right-of-way width of 84-110 feet. However, no changes are being made for the layout of French Camp Road for the sake of this project. Therefore, the project will have a less than significant impact on increased hazards due to geometric design.
- d) The project proposes access from a 50-foot-wide driveway along South French Camp Road. Although the project has frontage along South El Dorado Street, no access is proposed along this roadway. The project referral was sent the San Joaquin County Sheriff's Office and the French Camp McKinley Fire District, neither agency provided a response. As a result, the proposed access driveway will provide adequate access for emergency equipment to the site.

²United States Department of Transportation, Federal Highway Administration. February 2023. *Highway Functional Classification: Concepts, Criteria, and Procedures*. Section 3.1.4 (Minor Arterials, pg. 16).

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

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

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

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

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

a) This project is an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

On August 17, 2023, referrals were sent to the United Auburn Indian Community, California Valley Miwok Tribe, California Tribal TANF Partnership, Northern Valley Yokuts Tribe, and Buena Vista Rancheria for review. A response was received from the Buena Vista Rancheria on September 29, 2023, which stated that the Tribe had no objections to the project. However, if tribal cultural resources should be encountered during the project, they request additional notification so that steps may be taken to protect and preserve them. Additionally, a response was received from the Northern Valley Yokuts Tribe, which stated that the project site has a high potential for inadvertent discovery as it is a half mile from a known cultural resource site. They requested that any ground disturbance be monitored by the tribe and requested a pre-construction consultation with the project engineer. As a Condition of Approval, the project will be required to perform a pre-construction consultation with the Northern Valley Yokuts Tribe prior to the beginning of construction. As a result, impacts on tribal cultural resources 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
<u>XIX. Utilities and Service Systems.</u>					
Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

The project will utilize an existing on-site well for water services. Additionally, the applicant proposed an on-site septic system for wastewater and an on-site retention pond for storm water drainage. The proposed septic system must be installed under a permit from the San Joaquin County's Environmental Health Department and will be subject to their rules and regulations. Furthermore, as an ordinance requirement, the property is required to keep all storm drainage on site and follow all San Joaquin County's Department of 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
<u>XX. Wildfire.</u>					
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

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

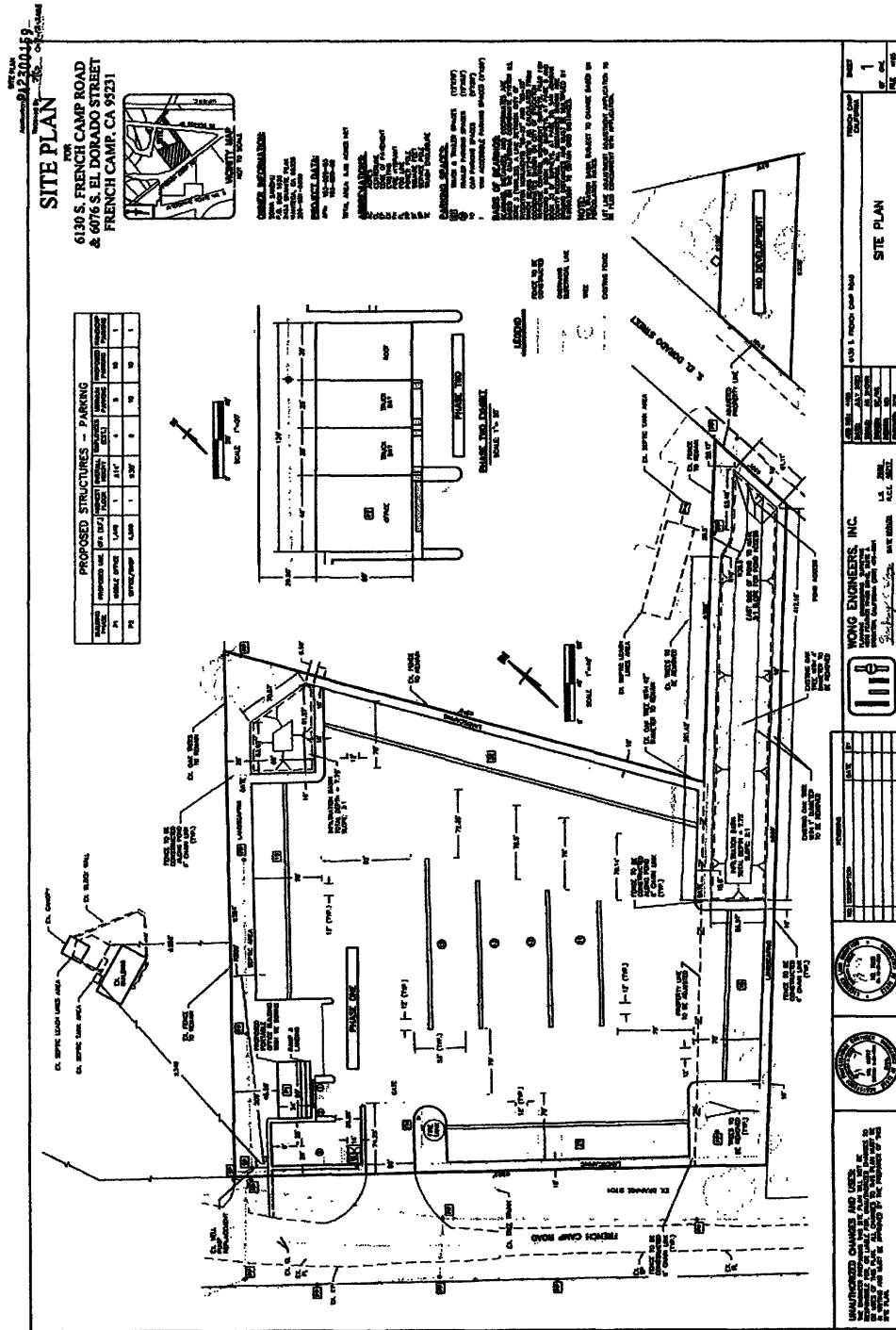
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<u>XXI. Mandatory Findings of Significance.</u>					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

- a) This project is an Administrative Use Permit for a truck parking facility to be completed in 2 phases over 5 years. Phase 1 to include the construction of a 1,400 square foot office and parking for 87 trucks and 138 trailers. Phase 2 to include a 4,500 square foot office and truck repair building for trucks parked at the site.

The project site is in an area where other commercial uses with disturbed and developed sites, rather than in undisturbed natural habitats. As such, it does not support sensitive plant or animal communities, rare or endangered species, or critical habitat.

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



Impact	Mitigation Measure/Condition	Type of Review		Agency for Monitoring and Reporting	Action Indicating Compliance or Review		Verification of Compliance or Annual Reviews/Conditions	
		Monitoring	Reporting		By	Date	Remarks	
III. Air Quality	Construction and Operation - Dewater from Off-site Pile	X		San Joaquin Valley Air Pollution Control District	Construction and Operation- Submitting to the District, within 30-days of issuance of the first certificate of occupancy, a applicable, a summary report of the construction start, end dates, and the date of issuance of the first certificate of occupancy. Otherwise, submit to the District a summary report of the construction start and end dates within 30-days of the end of each phase of construction.			
III. Air Quality	Construction and Operation - Noncatalytic		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 either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.			
III. Air Quality	Construction and Operational Emissions		X	San Joaquin Valley Air Pollution Control District	Construction and Operational Driver- Maintaining all records of construction on start and end dates, and the date of issuance of the first certificate of occupancy, if applicable.			
IV. Biological Resources	Participation in the SHSCP	X		San Joaquin Council of Governments	The developer shall apply to the San Joaquin Council of Governments (SJCOG) for coverage under the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SHSCP). The project site shall be inspected by the SHSCP biologist, who will recommend which incidental Take Mitigation Measures set forth in the SHSCP should be applied to the project and implemented. The project applicant shall pay the required SHSCP fee, if any, and be responsible for the implementation of the specified incidental Take Mitigation Measures.			
VIA. Tribal Cultural Resources	Pre-Construction Consultation		X	Northwest Valley Yolo/uts Trees	Pre-construction consultation with the Tribe.			



San Joaquin Valley AIR POLLUTION CONTROL DISTRICT



February 16, 2024

Sonia Sandhu
2453 Granite Peak
Manteca, Ca 95336

Re: Air Impact Assessment (AIA) Application Approval
ISR Project Number: C-20240009
Land Use Agency: San Joaquin County
Land Use Agency ID Number: Unknown

Dear Ms. Sandhu:

The San Joaquin Valley Air Pollution Control District (District) has approved your Air Impact Assessment (AIA) for the 6130 S. French Camp Road project, located at 6130 S. French Camp Road in French camp, California. The project consists of 87 truck and trailer parking spaces and 51 trailer spaces, 1 van accessible parking space, and 10 standard vehicle parking spaces, as well as a mobile office. The second phase will consist of a service shop and office totaling 4,500 square feet. The District has determined that the mitigated baseline emissions for construction and operation will be less than two tons NOx per year and two tons PM10 per year. Pursuant to District Rule 9510 Section 4.3, this project is exempt from the requirements of Section 6.0 (General Mitigation Requirements) and Section 7.0 (Off-site Emission Reduction Fee Calculations and Fee Schedules) of the rule. As such, the District has determined that this project complies with the emission reduction requirements of District Rule 9510 and is not subject to payment of off-site fees. The determination is based on the project construction details provided with the application. Changes in the construction details may result in increased project related emissions and loss of this exemption.

Pursuant to District Rule 9510, Section 8.4, the District is providing you with the following information:

- A notification of AIA approval (this letter)
- A statement of tentative rule compliance (this letter)
- An approved Monitoring and Reporting Schedule

In addition, to maintain this exemption you must comply with all mitigation measures identified in the enclosed Monitoring and Reporting Schedule. Please notify the District of any changes to the project as identified in the approved Air Impact Assessment for this project.

Samir Shinde
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95358-8718
Tel: (209) 567-8480 FAX: (209) 567-8475

Central Region (Main Office)
1800 E. Gettyburg Avenue
Fresno, CA 93728-0244
Tel: (559) 236-8000 FAX: (559) 230-8081

Southern Region
34046 Flyover Court
Bakersfield, CA 93308-8225
Tel: (805) 382-6600 FAX: (805) 382-6685

www.svjair.org www.healthyliving.com

Change in Developer Form

If all or a portion of the project changes ownership, a completed Change in Developer form must be submitted to the District within thirty (30) days following the date of transfer.

Additional Requirements

- **Dust Control Plan.** Please be aware that you may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.
- **Asbestos Requirements for Demolitions.** If demolition is involved, a Certified Asbestos Consultant will need to perform an asbestos survey prior to the demolition of a regulated facility. Following the completion of an asbestos survey; the asbestos survey, Asbestos Notification, Demolition Permit Release, and the proper fees are to be submitted to the District 10 working days prior to the removal of the Regulated Asbestos Containing Material and/or the demolition when no asbestos is present.
- **Permits.** Per District Rule 2010 (Permits Required), you may be required to obtain a District Authority to Construct prior to installation of equipment that controls or may emit air contaminants, including but not limited to emergency internal combustion engines, boilers, and baghouses.

To identify other District rules or regulations that apply to this project or to obtain information about District rules and permit requirements, the applicant is strongly encouraged to visit www.valleyair.org or contact the District's Small Business Assistance office nearest you:

Fresno office: (559) 230-5888
Modesto office: (209) 557-6446
Bakersfield office: (661) 392-5665

Mr. Sandhu
Page 3

Thank you for your cooperation in this matter. Please note the District also issued a letter to the land-use agency notifying the agency of this AIA approval. If you have any questions, please contact Mr. Jacob M Torrez by telephone at (559) 230-6558 or by email at jacob.torrez@valleyair.org.

Sincerely,

Brian Clements
Director of Permit Services



For: Mark Montelongo
Program Manager

Enclosures

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

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

Project Name:	6130 S. FRENCH CAMP ROAD
Applicant Name:	SONIA SANDHU
Project Location:	6130 S. FRENCH CAMP ROAD 6076 S. EL DORADO STREET APNs: 193-020-03, 193-020-02
Project Description:	LAND USE: Other - 6 Acres - Other Other - 6 Acres - Other Other - 6 Acres - Other Other - 4500 Square Feet - Other Other - 4500 Square Feet - Other Other - 4500 Square Feet - Other Other - 4500 Square Feet - Other Other - 4500 Square Feet - Other Other - 4500 Square Feet - Other ACREAGE: 8.26
ISR Project ID Number:	C-20240009
Applicant ID Number:	C-303891
Permitting Public Agency:	SAN JOAQUIN COG
Public Agency Permit No:	

Existing Emission Reduction Measures

There are no Existing Measures for this project

Non-District Enforced Emission Reduction Measures

There are no Non-District Enforced Measures for this project

District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Implementation	Measure for Compliance	District Review
SJVAPCD	Construction and Operation - Exempt from Off-site Fee	For each project phase, within 30-days of issuance of the first certificate of occupancy, if applicable, submit to the District a summary report of the construction start, and end dates, and the date of issuance of the first certificate of occupancy. Otherwise, submit to the District a summary report of the construction start and end dates within 30-days of the end of each phase of construction.	(Compliance Dept Review)	
SJVAPCD	Construction and Operation - Recordkeeping	For each project phase, all records shall be maintained on site during construction and for a period of ten years following either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.	(Compliance Dept Review)	
SJVAPCD	Construction and Operational Dates	For each project phase, maintain records of (1) the construction start and end dates and (2) the date of issuance of the first certificate of occupancy, if applicable.	(Compliance Dept Review)	

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

2/16/2024
1:38 PM

District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Implementation	Measure for Compliance	District Review
Number of District Enforced Measures: 3				

Handwritten signature and initials.