



Planning Commission Staff Report
Item # 1, April 4, 2025
Text Amendment No. PA-2500050
Prepared by: Megan Aguirre

PROJECT SUMMARY

Applicant Information

Project Applicant: San Joaquin County Community Development Department

Project Site Information

Project Location: Countywide
Supervisorial District: All

Environmental Review Information

CEQA Determination: Notice of Exemption (Attachment A, Environmental Review)

Project Description

This project is a Development Title Text Amendment to remove Chapter 9-816 – Abandoned Vehicles regarding the regulations pertaining to abandoned vehicles. The San Joaquin County Sheriff's Office is proposing a replacement ordinance for inclusion in Title 4.

Recommendation

1. Forward to the Board of Supervisors with a recommendation to adopt the Findings for Development Title Text Amendment (Attachment C, Findings), and
2. Forward to the Board of Supervisors with a recommendation to approve Development Title Text Amendment No. PA-2500050.

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NOTIFICATION & RESPONSES

(See Attachment B, Response Letters)

Public Hearing Notices

Legal ad for the public hearing published in the Stockton Record: March 24, 2025

Number of Public Hearing notices: 53

Date of Public Hearing notice mailing: March 21, 2025.

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ANALYSIS

Background

In 1969, the Board of Supervisors approved the first ordinance for the removal of abandoned automobiles, which was followed by the creation of an Abandoned Vehicle Abatement Program (AVA Program) in 1973. The AVA Program allowed for the abatement and removal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property, excluding highways, which were handled by CHP. The ordinance also allowed for the recovery of fees and was to be administered and enforced by the County Building Inspector. Since that time, the County's ability to provide this service has fluctuated and the County Building Inspector's office was merged into today's Community Development Department. The AVA Program was most recently updated in 2021.

Currently, the Sheriff's Office addresses abandoned vehicles located in the public right-of-way, and the Community Development Department (CDD) addresses abandoned vehicles on private property. The Sheriff's Office has proposed taking over the CDD's role in the abatement of abandoned vehicles, and in 2024, the Board of Supervisors approved the addition of new positions in the Sheriff's Office. As a result, the CDD is proposing to remove Chapter 9-816 Abandoned Vehicles from the Development Title (Title 9), which directs the provision of this service to the CDD Director or their designee, while the Sheriff's Office is simultaneously working to replace this chapter with the addition of a new section to the Public Safety (Title 4) section of the County's Ordinance Code.

Text Amendment

This Development Title Text Amendment is proposed to remove Chapter 9-816 Abandoned Vehicles from the Development Title (Title 9). The Text Amendment is being processed in anticipation of a proposed Text Amendment by the Sheriff's Office to amend Title 4 to incorporate similar ordinance language. The main difference would be that the new language would transfer responsibility of the administration of the abandoned vehicle abatement from CDD staff in the Code Enforcement Division to the Sheriff's Office. If the Planning Commission approves staff's recommendation to forward this Text Amendment to the Board of Supervisors for approval, CDD will schedule this item in conjunction with the timing of the Text Amendment proposed by the Sheriff's Office to ensure that there is no gap in program availability.

Notice of Exemption

California Environmental Quality Act (CEQA) Guidelines Section 15061 (b)(3) states that a project is exempt from CEQA if the activity is covered by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The Community Development Department has determined that the proposed Text Amendment to remove an ordinance from Title 9 (Development Title) and the subsequent placement of a similar ordinance into Title 4 by the Sheriff's Office has no possibility of causing a direct or indirect physical change in the environment, much less a significant effect on the environment as it is just a matter of changing who is administering an existing program. Accordingly, the Text Amendment is exempt from CEQA.

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RECOMMENDATION

It is recommended that the Planning Commission:

1. Forward to the Board of Supervisors with a recommendation to adopt the Findings for Development Title Text Amendment (Attachment C, Findings), and
2. Forward to the Board of Supervisors with a recommendation to approve Development Title Text Amendment No. PA-2500050.

Attachments:

Attachment A – Environmental Review

Attachment B – Draft Ordinance

Attachment C – Findings

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Attachment A

Environmental Review

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NOTICE OF EXEMPTION

TO: Office of Planning & Research
P. O. Box 3044, Room 212
Sacramento, California 95812-3044

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

County Clerk, County of San Joaquin

Project Title: Text Amendment No. PA-2500050

Project Location - Specific: The project site is Countywide. (Supervisorial District: All)

Project Location – County: San Joaquin County

Project Description: A Development Title Text Amendment to remove Chapter 9-816 – Abandoned Vehicles regarding the regulations pertaining to abandoned vehicles from Title 9 (Development Title). A replacement ordinance is proposed by the Sheriff's Office for incorporation into Title 4 (Public Safety).

Project Proponent(s): San Joaquin County

Name of Public Agency Approving Project: San Joaquin County Board of Supervisors

Name of Person or Agency Carrying Out Project: Megan Aguirre, Principal Planner
San Joaquin County Community Development Department

Exemption Status:
General Exemptions. (Section 15061[b][3])

Exemption Reason:

California Environmental Quality Act (CEQA) Guidelines Section 15061 (b)(3) states that a project is exempt from CEQA if the activity is covered by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The Community Development Department has determined that the proposed Text Amendment to remove an ordinance from Title 9 (Development Title) and the subsequent placement of a similar ordinance into Title 4 by the Sheriff's Office has no possibility of causing a direct or indirect physical change in the environment, much less a significant effect on the environment as it is just a matter of changing who is administering an existing program. Accordingly, the Text Amendment is exempt from CEQA.

Lead Agency Contact Person:
Megan Aguirre Phone: (209) 468-3144 FAX: (209) 468-3163 Email: meaguirre@sjgov.org

Signature: _____ Date: _____

Name: Gerry Altamirano Title: Deputy County Clerk

Signed by Lead Agency

Date Received for filing at OPR: _____

*Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.*

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Attachment B **Draft Ordinance**

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BEFORE THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN JOAQUIN,
STATE OF CALIFORNIA

ORDINANCE NO.
AN ORDINANCE AMENDING TITLE 9 OF THE ORDINANCE CODE OF THE COUNTY OF SAN
JOAQUIN RELATING TO VARIOUS SECTIONS OF THE DEVELOPMENT TITLE

The Board of Supervisors of the County of San Joaquin ordains as follows:

Section 1. Chapter 9-816 – Abandoned Vehicles, Series 800 - Base Zones, Title 9 of the San Joaquin County Ordinance Code is hereby amended to read as follows:
to read as follows:

Chapter 9-816 Abandoned Vehicles

~~9-816.010 PURPOSE; FINDINGS AND DECLARATIONS~~

~~The intent of this Chapter is to prescribe regulations pertaining to abandoned vehicles. In addition to, and in accordance with, the determination made and the authority granted by the State of California under Section 22660 of the Vehicle Code to remove abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof as public nuisances, the Board of Supervisors hereby makes the following findings and declarations:—~~

- ~~(a) **Deleterious Effects.** The accumulation and storage of abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof creates a condition tending to reduce the value of private property, to promote blight and deterioration, to invite plundering, to create fire hazards, to constitute an attractive nuisance creating a hazard to the health and safety of minors, to create a harborage for rodents and insects, and to be injurious to the health, safety and general welfare; and—~~
- ~~(b) **Public Nuisance.** The presence of an abandoned, wrecked, dismantled, or inoperative vehicle or parts thereof, except as expressly hereinafter permitted, shall constitute a public nuisance which may be abated as such in accordance with the provisions of this Chapter. A public nuisance as described shall include a vehicle that creates a deteriorating environmental condition, reduces the value of private property, promotes deterioration of a business district or neighborhood, invites plundering, creates fire hazards, constitutes an attractive nuisance endangering the health and safety of minors, harbors rodents and insects, or jeopardizes health, safety and general welfare.—~~

~~9-816.020 ENFORCEMENT OFFICIALS~~

~~The Director, or their designee, is designated as the official responsible for the administration of this Chapter. In the administration of this Chapter, the Director or their designee may, upon presentation of proper credentials, enter upon private or public property to examine a vehicle or part thereof, or obtain information as to the identity of a vehicle, and to remove or cause the removal of a vehicle or part thereof declared to be a nuisance pursuant to this Chapter and to Section 22663 of the Vehicle Code.—~~

~~9-816.030 UNLAWFUL TO ABANDON, PARK, STORE, OR LEAVE VEHICLE; EXCEPTIONS~~

~~It shall be unlawful for any person to abandon, park, store, or leave, or permit the abandonment, parking, storing, or leaving, of any vehicle or part thereof which is in an abandoned, wrecked, dismantled, or inoperative condition within the unincorporated area of the County for a period in excess of seven days.—~~

~~This Chapter shall not apply to:—~~

- ~~(a) **Vehicle's Enclosed Within Building.** A vehicle or part thereof which is completely enclosed within a building where it is not visible from the street or other public or private property;—~~
- ~~(b) **Vehicles that are Part of Business.** A vehicle or part thereof which is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler, licensed vehicle dealer, or junk dealer, or when such storage or parking is necessary to the operation of a lawfully conducted business or commercial enterprise; or—~~
- ~~(c) **Historic Vehicles.** A vehicle or part thereof which qualifies as a vehicle of historic value and has special identification plates for a historical vehicle as described in Section 5004 of the California Vehicle Code.—~~
- ~~(d) **General Agriculture.** Parcels that are a minimum of five acres in any General Agriculture zone.—~~

~~9-816.040 ABANDONED VEHICLE REMOVAL PROCEDURES~~

The Enforcement Official shall proceed as follows in the investigation and enforcement of violations of this Chapter as follows:—

- (a) ~~**Notice of Intention to Abate and Remove Vehicle.** When the Enforcement Official determines that a violation of this Chapter exists, the owner of the property in violation, as shown on the latest assessment roll, and the last registered and legal owner of the vehicle, shall be notified by registered or certified mail of the intention to abate and remove the vehicle or part thereof as a public nuisance. The Notice shall state that the owner of the property and/or vehicle has ten business days in which to correct the violation or appeal the determination of the Enforcement Official to the Hearing Officer for a public hearing. This required Notice may be waived by the owner(s) of the property and/or vehicle with a signed release authorizing removal and waiving further interest in the vehicle or part thereof.~~
- (b) ~~**Statement of Non-responsibility.** If a vehicle was abandoned without the consent or knowledge of the property owner, and he/she has direct control of the property, the property owner may submit a Statement of Non-responsibility within 10 business days of the mailing of the Notice of Intention to Abate and Remove the Vehicle. If the Enforcement Official determines the property owner is not responsible for the abandoned vehicle, the administration fee will be waived. If staff determines the owner is responsible for the abandoned vehicle, he/she will be so advised.~~
- (c) ~~**Appeals.** Appeals of the Notice of Intention to Abate and Remove Vehicle shall be filed pursuant to Section 9-802.150, Appeals, except that the owner of the vehicle and/or the owner of the property may file this appeal.~~
- (d) ~~**Public Hearing Procedure.** The public hearing shall allow for the submittal of oral and written evidence relative to the existence of a violation of this Chapter on the property and whether the property owner is responsible for or has consented to the placement of the vehicle on the property. The property owner may appear in person or submit a sworn statement denying responsibility for the presence of the vehicle on the property. At the conclusion of the public hearing, the existence of a violation shall be determined and if a violation exists, it shall be determined whether the property owner is responsible for such violation. If it is found that a violation exists but the property owner is not responsible, the County shall not assess costs of administration or removal of the vehicle against the property owner. The decision of the hearing official shall be final and may not be appealed.~~
- (e) ~~**Removal of the Vehicle.** If an appeal has not been filed within the required time period or the Hearing Officer has made a determination that a violation exists and the vehicle or part thereof remains on the property, the vehicle or part thereof may be disposed of by removal to a scrapyard or automobile dismantler's yard. The removal shall be performed by the County or a licensed automobile dismantler authorized by the County, either of which may enter private or public property to remove the vehicle or part thereof declared to be a nuisance pursuant to this Chapter. The Enforcement Official is authorized to select licensed automobile dismantlers.~~
- (f) ~~**Vehicle Not to be Reconstructed.** Any vehicle removed as a result of this Chapter shall not be reconstructed or made operable unless it is a vehicle which qualifies for either horseless carriage license plates or historical vehicle license plates.~~
- (g) ~~**Notice to the Department of Motor Vehicles.** Within five business days after the removal, notice shall be given to the Department of Motor Vehicles that identifies the vehicle or part thereof, and evidence shall be submitted of all available registration, including but not limited to the registration card, certificates of ownership, or license plates.~~

~~(Ord. No. 4632, § 27, 9-26-2023)~~

~~9-816.050 ASSESSMENT OF COSTS~~

The Board of Supervisors shall establish fees for administrative and vehicle removal costs. These costs are the joint and several personal obligations of the last registered owner and the owner of the parcel of land from which the vehicle was removed, provided, however, that the last registered owner who can satisfy the requirements of Vehicle Code Section 22524 (b) shall not be personally liable for the costs and provided, further, that it has been found that the owner is not responsible for the location of the vehicle on his or her property. If the fees are not paid within 30 days of the date of the order or the final disposition of an appeal therefrom, such fees shall be assessed against the parcel of land pursuant to Section 25845 of the Government Code and shall be transmitted to the tax collector for collection. Said assessment shall have the same priority as other taxes.—

~~9-816.060 UNLAWFUL TO REFUSE TO COMPLY WITH ORDER~~

~~It is unlawful for any person to fail or refuse to remove an abandoned, wrecked, dismantled, or inoperative vehicle or part thereof, or to refuse to abate such nuisance when ordered to do so in accordance with the abatement provisions of this Chapter or state law where applicable.~~

~~9-816.070 REPORTING REQUIREMENTS FOR LICENSED DISMANTLERS~~

~~Licensed dismantlers or commercial enterprises acquiring vehicles removed pursuant to this Chapter shall be excused from the reporting requirements of Section 11520 of the Vehicle Code, and any fees and penalties which would otherwise be due the Department of Motor Vehicles are hereby waived, provided that a copy of the resolution or order authorizing disposition of the vehicle is retained in the dismantlers' or commercial enterprises' business records.~~

~~9-816.080 VIOLATIONS~~

~~Any violation of a provision of this Chapter shall be a misdemeanor punishable by imprisonment in the County Jail for a term not to exceed six months, or by a fine not to exceed \$500 dollars, or both.~~

Section 2. This Ordinance shall take effect and be in force thirty (30) days after its adoption, and prior to the expiration of fifteen (15) days from the passage thereof, shall be published once (1) in the Record, a newspaper of general circulation published in the County of San Joaquin, State of California, with the names of the members of the Board of Supervisors voting for and against the same.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of San Joaquin, State of California, on this ___ of ___ to wit:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

 PAUL J. CANEPA
 Chairman, Board of Supervisors
 County of San Joaquin
 State of California

ATTEST: RACHÉL DeBORD
 Clerk of the Board of Supervisors
 County of San Joaquin
 State of California

By: _____
 Deputy Clerk



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Attachment C **Findings**

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Findings

Basis for Development Title Text Amendment (PA-2400533)

1. The proposed amendment is consistent with the General Plan and any applicable Master Plan.
 - This proposed Development Title Text Amendment would remove Chapter 9-816 Abandoned Vehicles, which contains the regulations pertaining to abandoned vehicles and ascribes the administration of the regulations to the Community Development Department Director, or their designee. The removal of this ordinance is intended to occur simultaneous to the including of a similar ordinance in Title 4, with responsibility for the administration of the regulations placed upon the Sheriff's Office. This would result in the County continuing to provide this service without any gaps. Although the General Plan does not directly address abandoned vehicles, there are policies regarding limiting public nuisances. Relocating the ordinance would maintain consistency with the General Plan, and any applicable Master Plan.
2. The proposed amendment is necessary for public health, safety, and general welfare or will be of benefit to the public.
 - This Development Title Text Amendments and corresponding Title 4 Text Amendment would benefit the public by ensuring that the County is able to abate abandoned vehicles in a more timely manner. The Sheriff's Office already abates vehicles on public roadways, whereas the Community Development Department does not have a process to directly provide this service and typically relies on the Sheriff's Office to respond to such matters.
3. The proposed amendment has been reviewed in compliance with the requirements of the California Environmental Quality Act.
 - California Environmental Quality Act (CEQA) Guidelines Section 15061 (b)(3) states that a project is exempt from CEQA if the activity is covered by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The Community Development Department has determined that the proposed Text Amendment to remove an ordinance from Title 9 (Development Title) and the subsequent placement of a similar ordinance into Title 4 by the Sheriff's Office has no possibility of causing a direct or indirect physical change in the environment, much less a significant effect on the environment as it is just a matter of changing who is administering the existing program. Accordingly, the Development Title Text Amendment is exempt from CEQA.

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**Planning Commission Staff Report
Item # 3, April 3, 2025
Conditional Use Permit No. PA-2300250
Prepared by: Alisa Goulart**

PROJECT SUMMARY

Application Information

Property Owner: Parminder Kaur
Project Applicant: CSHQA (c/o Eugene Nguyen)

Project Site Information

Project Address: 18700 N. State Route 88, Lockeford
Project Location: On the east side of N. State Route 88, 635 feet north of E. Blossom Court, Lockeford.

Parcel Number (APN):	051-310-01	Water Supply:	Public (Lockeford CSD)
General Plan Designation:	C/C	Sewage Disposal:	Public (Lockeford CSD)
Zoning Designation:	C-C	Storm Drainage:	Private (On Site Retention Pond)
Project Size:	1.88 acres	100-Year Flood:	No (X)
Parcel Size:	1.88 acres	Williamson Act:	No
Community:	Lockeford	Supervisory District:	4

Environmental Review Information

CEQA Determination: Negative Declaration (Attachment C)

This project is a Conditional Use Permit to develop a 9,677-square-foot combination fueling station with convenience store, fast food restaurant, and carwash in 2 phases over 5 years. (Use Types: Fuel Sales – Automotive; Eating and Drinking Establishment – Restaurant, Limited Service; Retail Sales and Services – Convenience Store, Off-Premises; Automotive; Automotive Sales and Services – Washing/Detailing)

- Phase 1
 - 2,695-square-foot convenience store with alcoholic beverage sales for off-site consumption
 - 1,141-square-foot tunnel carwash with 4 vacuum stations
 - 3,850-square-foot fuel canopy with 6 double-sided, multi-fuel dispensers for automobiles
 - Propane tank fueling station
- Phase 2
 - 1,991-square-foot fast food restaurant with drive thru

The parcel is located in the Urban Community of Lockeford, and the Lockeford Community Service District (CSD) will provide water and sewer service to the parcel. An on-site storm water retention pond will be utilized for storm water drainage. The project will have an access driveway onto N. State Route 88.

Recommendation

1. Adopt the Negative Declaration (Attachment C);

2. Adopt the Findings for Use Permit (Attachment D);
3. Approve Conditional Use Permit No. PA-2300250 with the attached Conditions of Approval (Attachment E).

NOTIFICATION & RESPONSES

(See Attachment B, Response Letters)

Public Hearing Notices

Legal ad for the public hearing published in the Stockton Record: March 24, 2025.

Number of Public Hearing notices: 32

Date of Public Hearing notice mailing: March 21, 2025.

Referrals and Responses

- **Early Consultation Referral Date:** January 30, 2024
- **Project Referral with Environmental Determination/Public Hearing Date:** December 5, 2024
- **Negative Declaration Posting Date:** December 5, 2024
- **OPR State Clearinghouse #:** 2024120210

Agency Referrals	Early Consultation	Public Hearing
County Departments		
Assessor		
Community Development		
Building Inspection		
Fire Prevention Bureau		
Public Works	3/15/2024	
Environmental Health	2/2/2024	12/17/2024
Sheriff's Office		
Supervisor: District 4		
State Agencies		
Fish & Wildlife, Division: 2		
Caltrans District 10	2/27/2024 4/2/2024	12/20/2024
Native American Heritage Commission		
Federal Agencies		
F.E.M.A.		
U.S. Fish & Wildlife		

Agency Referrals	Early Consultation	Public Hearing
Local Agencies		
C.V.W.C.Q.B.		12/31/2024
N.S.J.W.C.D.		
Lockeford Community Services District		
Mokelumne Fire District		
Mosquito & Vector Control		
S.J.C.O.G.	12/31/2024	
Lodi Unified School District		
SJ Air Pollution Control District	11/20/2024	12/31/2024 3/27/2025
Miscellaneous		
Haley Flying Service		
P.G.&E.	1/31/2024 2/26/204	12/6/2024 1/3/2025
Precissi Flying Serv.		
Building Industry Association		
Builders Exchange		
Carpenters Union		
CA Tribal TANF Partnership		
United Auburn Indian Community		
CA Valley Miwok Tribe		
CA North Valley Yokuts Tribe		
Buena Vista Tribe Rancheria		
Lockeford Municipal Advisory Council		
Sierra Club		

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ANALYSIS

Background

In 1961, the Community Development Department approved Use Permit No. UP-1829 for a 280-square-foot addition to an existing 1,027-square-foot restaurant located on the project parcel. Use Permit No. UP-2143 was approved by the Community Development Department in 1962 for a 720-square-foot addition to the existing restaurant. In 1993, Site Approval No. SA-92-0074 was approved by the Community Development Department to replace the existing restaurant with a new 7,560-square-foot restaurant.

The existing full-service restaurant will remain in operation within a 4,657-square-foot portion of the building. The remaining 2,903-square-foot will be converted to the proposed convenience store in Phase 1. There is also a 300-square-foot storage building on site that will continue to be utilized by the full-service restaurant.

Facility Operations

The facility will operate with an average of 3 employees per shift, 3 shifts per day. Pursuant to Development Title Section 9-409.150(d), permitted hours of operation for convenience stores are between 7:00 a.m. and 11:00 p.m., seven days a week, unless longer hours are allowed with a Conditional Use Permit. With this Conditional Use Permit, the applicant has requested operating hours of 24 hours daily, 7 days a week, for the benefit of a wider customer base and to offer convenience to highway travelers. Staff has reviewed the request and recommends approval.

California Department of Transportation

The California Department of Transportation submitted letters dated February 7, 2024, April 2, 2024, and December 20, 2024, stating that an encroachment permit is required for any work done in the State's right-of-way because the project site is located on State Route 88. The letters also suggested analysis of SR88/driveway intersection turn movements. The applicant has worked with Caltrans to satisfy these conditions related to access, and the Department of Public Works has incorporated Caltrans' requirements into Conditions of Approval nos. 2.a. and 2.b.

Air Pollution Control District

The San Joaquin Valley Air Pollution Control District submitted letters dated November 20, 2024, and December 31, 2024, stating that an Air Impact Assessment (AIA) is required to assess emissions associated with the construction and subsequent operation of the project. The applicant submitted the Air Impact Assessment to the District on February 25, 2025. The District submitted an AIA approval letter dated March 27, 2025. The project is subject to the District's rules and regulations and is required to obtain permits including an Authority to Construct (ACT) and a Permit to Operate (PTO) prior to issuance of any building permits and prior to operation. The applicant must also must comply with the reporting schedule provided by APCD.

Neighborhood Response

The Community Development Department received 1 email from an area resident with concerns about onsite parking and traffic circulation, potential impacts to adjacent commercial development, and the offering of services redundant to those nearby.

Parking and Circulation: The proposed site plan depicts 55 parking spaces and a 25-foot-wide driveway and drive aisle for 2-way traffic. Additionally, the applicant must satisfy Caltrans' requirements for driveway design because the site is located on a state highway. This has been included as Conditions of Approval nos. 2.a. and 2.b.

Land Use Compatibility: The proposed development is conditionally permitted with an approved Conditional Use Permit in the Community Commercial zone. The surrounding properties are zoned Community Commercial, General Commercial, Medium Density Residential, and Agriculture Urban (AU-20). Development Title Table 9-201.030 provides development regulations related to building setbacks that

will prevent interference with the adjacent property. Finally, the County does not regulate the density of fueling stations in any areas of the County.

RECOMMENDATION

It is recommended that the Planning Commission:

Recommendation

1. Adopt the Negative Declaration (Attachment C);
2. Adopt the Findings for Use Permit (Attachment D);
3. Approve Conditional Use Permit No. PA-2300250 with the attached Conditions of Approval (Attachment E).

Attachments:

Attachment A – Site Plan
Attachment B – Response Letters
Attachment C – Environmental Document (MND/IS)
Attachment D – Findings for Use Permit
Attachment E – Conditions of Approval

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Attachment A Site Plan

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Attachment B **Response Letters**



March 15, 2024

MEMORANDUM

TO: Community Development Department
CONTACT PERSON: Alisa Goulart

FROM: Christopher Heylin, Development Services Engineer
Development Services Division

SUBJECT: PA-2300250 (C); A Conditional Use Permit application for the development of a convenience store with gas station and restaurant to be constructed in 2 phases over 5 years. Phase 1 includes the construction of a new 2,695- square-foot convenience store with off-premise liquor sales, a tunnel car wash with (4) vacuum stations, and a fuel canopy with (6) multiple fuel dispensers. Phase 2 includes the construction of a new 1,991-square-foot quick serve restaurant; located on the project site is on the eastside of State Route 88, 1,250 feet south of Jack Tone Bypass Road, Lockeford. (Supervisorial District 4)

OWNER: Parminder Kaur

APPLICANT: Same

ADDRESS: 18700 N. State Route 88, Lockeford

APN: 051-310-01

INFORMATION:

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

State Highway 88 has an existing and planned right-of-way width per Caltrans.

RECOMMENDATIONS:

- 1) A Caltrans encroachment permit shall be required for all work within Caltrans right-of-way. A copy of the permit shall be submitted to Public Works for the file.

PA-2300250 (C)

- 2) Prior to issuance of the occupancy permit, the driveway approach in the Caltrans right-of-way shall be improved in accordance with Caltrans requirements. In addition, the following modifications shall be made to the site access per Caltrans comments:
 - a) The northern driveway shall be removed.
 - b) The site plan shall be updated to show left turn in and left turn out movements on the southern driveway.
- 3) The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)
- 4) The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)
- 5) A copy of the Final Site Plan shall be submitted prior to release of building permit.
- 6) It is the responsibility of the applicant to ensure that a current will serve letter for sanitary sewer and water service from the Lockeford Community Services District is on file prior to release of building permit.
- 7) This project is subject to the NPDES Region-Wide Permit requirements and shall comply with the following conditions. Prior to release of the building permits, plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-3605):
 - a) Treatment: A registered professional engineer shall design the site to treat the 85th percentile storm as defined in the County's 2023 Storm Water Quality Control Criteria Plan (SWQCCP).
 - b) Hydromodification: A registered professional engineer shall design the site to comply with the volume reduction requirement outlined in the County's 2023 SWQCCP.
 - c) Trash: A registered professional engineer shall design the site to comply with the trash control requirement outlined in the County's 2023 SWQCCP.
- 8) The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-606)
- 9) Prior to release of the building permit, the owner shall enter into an agreement with San Joaquin County for post-construction maintenance of stormwater quality facilities.

PA-2300250 (C)

- 10) Prior to release of the building permit the applicant shall submit the Storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the approved SWPPP and all required records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request.
- 11) Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification Number (WDID), issued by SWRCB, shall be submitted to Public Works prior to release of the building permit. Contact the SWRCB at 1-866-563-3107 for further information.
- 12) Applicant may be required to file with the State Water Resources Control Board and get coverage under the Industrial General Permit (IGP) prior to release of the building permit. Please work with the Public Works Department – Water Resources Division (209-468-3605) to satisfy this condition.

Informational Notes:

- (i.) Wastewater shall not be allowed into the storm drainage system.
- (ii.) The project will enact appropriate source control BMPs to prevent the discharge of trash offsite.

CH:GM



Environmental Health Department

Jasjit Kang, REHS, Director

Muniappa Naidu, REHS, Assistant Director

PROGRAM COORDINATORS

Jeff Carruesco, REHS, RDI

Willy Ng, REHS


Steven Shih, REHS

Elena Manzo, REHS

Natalia Subbotnikova, REHS

February 2, 2024

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

From: Aaron Gooderham (209) 616-3062 
Senior Registered Environmental Health Specialist

RE: **PA-2300250 (C), Referral, SU0015936**
18700 N. State Route 88, Lockeford

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

1. Prior to the issuance of any building permits, sewer facilities shall either be bonded for or in place, as evidenced by a letter from the serving entity (San Joaquin County Development Title, Section 9-600.020(d)).

Note: EHD has received a will serve letter from Lockeford CSD stating they will have capacity for both water and sewer facilities for the project.

2. The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-602.010).

Note: EHD has received a will serve letter from Lockeford CSD stating they will have capacity for both water and sewer facilities for the project.

3. Submit two (2) hardcopy sets, or one (1) electronic version, of food facility plans to the Environmental Health Department for review and approval prior to issuance of building permit(s) (California Retail Food Code, Article 1, 114380). The fee will be based on the current schedule at the time of payment.
4. A valid permit from EHD is required prior to operating food facility (California Retail Food Code, Chapter 13, Article 1, Section 14381).
5. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-601.010(b) and 9-601.020(i)).
6. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous

material in some cases). The applicant may contact the Program Coordinator of the CUPA program, Elena Manzo (209) 953-7699, with any questions.

- a. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – Hazardous Waste Program (Health & Safety Code (HSC) Sections 25404 & 25180 et sec.)
- b. Onsite treatment of hazardous waste – Hazardous Waste Treatment Tiered Permitting Program (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)
- c. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – Hazardous Materials Business Plan Program (HSC Sections 25508 & 25500 et sec.)
- d. Any amount of hazardous material stored in an Underground Storage Tank – Underground Storage Tank Program (HSC Sections 25286 & 25280 et sec.)
 - i. If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.
 - ii. Additionally, an EHD UST permit to operate is required once the approved UST system is installed.
- e. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – Aboveground Petroleum Storage Program (HSC Sections 25270.6 & 25270 et sec.)
 - i. Spill Prevention, Countermeasures and Control (SPCC) Plan requirement
- f. Threshold quantities of regulated substances stored onsite - California Accidental Release Prevention (CalARP) Program (Title 19, Section 2735.4 & HSC Section 25531 et sec.)
 - i. Risk Management Plan requirement for covered processes



Environmental Health Department

Jasjit Kang, REHS, Director

Muniappa Naidu, REHS, Assistant Director

PROGRAM COORDINATORS

Jeff Carruesco, REHS, RDI

Willy Ng, REHS

Steven Shih, REHS

Elena Manzo, REHS

Natalia Subbotnikova, REHS

December 17, 2024

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

From: Aaron Gooderham (209) 616-3062 *AG*
Senior Registered Environmental Health Specialist

RE: **PA-2300250 (C), Referral, SU0015936**
18700 N. State Route 88, Lockeford

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

1. Prior to the issuance of any building permits, sewer facilities shall either be bonded for or in place, as evidenced by a letter from the serving entity (San Joaquin County Development Title, Section 9-600.020(d)).

Note: EHD has received a will serve letter from Lockeford CSD stating they will have capacity for both water and sewer facilities for the project.

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Note: EHD has received a will serve letter from Lockeford CSD stating they will have capacity for both water and sewer facilities for the project.

3. Submit two (2) hardcopy sets, or one (1) electronic version, of food facility plans to the Environmental Health Department for review and approval prior to issuance of building permit(s) (California Retail Food Code, Article 1, 114380). The fee will be based on the current schedule at the time of payment.
4. A valid permit from EHD is required prior to operating food facility (California Retail Food Code, Chapter 13, Article 1, Section 14381).
5. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-601.010(b) and 9-601.020(i)).
6. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous

1868 E. Hazelton Avenue | Stockton, California 95205 | T 209 468-3420 | F 209 464-0138 | www.sjgov.org/ehd

material in some cases). The applicant may contact the Program Coordinator of the CUPA program, Elena Manzo (209) 953-7699, with any questions.

- a. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – Hazardous Waste Program (Health & Safety Code (HSC) Sections 25404 & 25180 et sec.)
- b. Onsite treatment of hazardous waste – Hazardous Waste Treatment Tiered Permitting Program (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)
- c. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – Hazardous Materials Business Plan Program (HSC Sections 25508 & 25500 et sec.)
- d. Any amount of hazardous material stored in an Underground Storage Tank – Underground Storage Tank Program (HSC Sections 25286 & 25280 et sec.)
 - i. If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.
 - ii. Additionally, an EHD UST permit to operate is required once the approved UST system is installed.
- e. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – Aboveground Petroleum Storage Program (HSC Sections 25270.6 & 25270 et sec.)
 - i. Spill Prevention, Countermeasures and Control (SPCC) Plan requirement
- f. Threshold quantities of regulated substances stored onsite - California Accidental Release Prevention (CalARP) Program (Title 19, Section 2735.4 & HSC Section 25531 et sec.)
 - i. Risk Management Plan requirement for covered processes

California Department of Transportation

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



February 27, 2024

10-SJ-88-PM 013.382
PA-2300250
Parminder Kaur

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

Dear Ms. Goulart:

The California Department of Transportation appreciates the opportunity to review PA-2300250. The project proposes convenience store with gas station and restaurant to be constructed in 2 phases over 5 years. The project will have 50 parking spaces and 12 fueling spaces under the fuel canopy. This project will utilize existing onsite storm drainage. This development is in addition to the existing restaurant. The Department has the following comments:

1. Please submit the following to Caltrans for review and comment prior to project approval.
 - a. Off-tracking analysis at the SR 88/Driveway intersection for all turn movements into and out of the project site. The analysis should be based on the longest type of truck this facility will use.
 - b. A revised site plan that consolidates the two proposed driveways into one commercial driveway. This will reduce conflict points on SR 88/Driveway intersection.
 - c. A full detail Pavement Delineation Plan to show the SR 88/Driveway connection.
2. An Encroachment Permit will be required for work (if any) done within the Department's right of way. This work is subject to the California Environmental Quality Act. Therefore, environmental studies may be required as part of the encroachment permits application. A qualified professional must conduct any such studies undertaken to satisfy the Department's environmental review responsibilities. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect the Department's ability to issue a permit for the project. Furthermore, if engineering plans or drawings will be part of your permit application, they should be prepared in standard units.

If you have any questions or comments, please contact me at (209) 483-2582 or Nicholas Fung at (209) 986-1552.

Sincerely,

FOR

Tom Dumas
 Chief, Office of Metropolitan Planning

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

California Department of Transportation

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



April 2, 2024

10-SJ-88-PM 013.382
PA-2300250
Parminder Kaur

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

Dear Ms. Goulart:

The California Department of Transportation appreciates the opportunity to review PA-2300250. The project proposes convenience store with gas station and restaurant to be constructed in 2 phases over 5 years. The project will have 50 parking spaces and 12 fueling spaces under the fuel canopy. This project will utilize existing onsite storm drainage. This development is in addition to the existing restaurant. This is in response to Eugene Nguyen's email on March 29, 2024. The Department has the following comments:

1. The driveway on SR 88 must be realigned to accommodate the facility design vehicle all turn movements.
2. They need to provide off-tracking for all turn movements in/out of driveway from northbound and southbound SR 88. The submittal sent on March 29, 2024 only shows turns to and from northbound SR 88. All turn movements must be smooth and cannot show any kinks.
3. The template shows that trucks are using the shoulder. Therefore, the shoulder needs to be paved same as mainline structure section within the parcel length along SR 88.

If you have any questions or comments, please contact me at (209) 483-2582 or Nicholas Fung at (209) 986-1552.

Sincerely,

Tom Dumas
 Chief, Office of Metropolitan Planning

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

California Department of Transportation

OFFICE OF THE DISTRICT 10 DIRECTOR
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December 20, 2024

10-SJ-88-PM 013.382
PA-2300250
Parminder Kaur

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

Dear Ms. Goulart:

The California Department of Transportation appreciates the opportunity to review PA-2300250. The project proposes convenience store with gas station and restaurant to be constructed in 2 phases over 5 years. The project will have 50 parking spaces and 12 fueling spaces under the fuel canopy. This project will utilize existing onsite storm drainage. This development is in addition to the existing restaurant. The Department has the following comments:

1. Please provide the following items to Caltrans for review and comment prior to project approval.
2. Please realign the driveway on SR 88 to accommodate the facility design vehicle for all turn movements.
3. Please off-tracking for all turn movements in/out of driveway from northbound and southbound SR 88. Each movement should be shown on its own template.
4. Truck off-tracking must show a smooth turn movement without any kinks.
5. Off-tracking shows that trucks are using the shoulder. Therefore, the shoulder needs to be paved similarly to the mainline structure section within the parcel length along SR 88.
6. Caltrans has a Capital Preventative Maintenance project (CAPM) Project 10-1M590 from postmile SJ-88 PM 5.1 to 16.4 that may conflict with this project. Please inform Caltrans when construction on this project is expected to begin construction to help coordinate construction and reduce conflicts.

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Ms. Goulart
December 20, 2024
Page 2

7. An Encroachment Permit will be required for work (if any) done within the Department's right of way. This work is subject to the California Environmental Quality Act. Therefore, environmental studies may be required as part of the encroachment permits application. A qualified professional must conduct any such studies undertaken to satisfy the Department's environmental review responsibilities. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect the Department's ability to issue a permit for the project. Furthermore, if engineering plans or drawings will be part of your permit application, they should be prepared in standard units.

If you have any questions or comments, please contact me at (209) 483-2582 or Nicholas Fung at (209) 986-1552.

Sincerely,



FOR

Tom Dumas
Chief, Office of Metropolitan Planning

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



Central Valley Regional Water Quality Control Board

31 December 2024

Alisa Goulart
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205
alisa.goulart@sjgov.org

COMMENTS TO REQUEST FOR REVIEW FOR THE NEGATIVE DECLARATION, PA-2300250 PROJECT, SCH#2024120210, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 5 December 2024 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Negative Declaration* for the PA-2300250 Project, located in San Joaquin County.

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

I. Regulatory Setting

Basin Plan

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

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

MARK BRADFORD, CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

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

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

Antidegradation Considerations

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

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

In part it states:

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

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

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

II. Permitting Requirements

Construction Storm Water General Permit

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

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

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

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

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

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

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

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

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

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

Limited Threat General NPDES Permit

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

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.



Peter G. Minkel
Engineering Geologist

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

Eugene Nguyen, CSHQA, Inc., Eugene.Nguyen@cshqa.com



S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0574 • Email: boyd@sjcog.org

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

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

To: Alisa Goulart, San Joaquin County, Community Development Department
From: Laurel Boyd, SJCOG, Inc. Phone: (209) 235-0574 Email: boyd@sjcog.org
Date: January 31, 2024
Local Jurisdiction Project Title: PA-2300250 (C)
Assessor Parcel Number(s): 051-310-01
Local Jurisdiction Project Number: PA-2300250 (C)
Total Acres to be converted from Open Space Use: Unknown
Habitat Types to be Disturbed: Urban Habitat Land
Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Ms. Goulart:

SJCOG, Inc. has reviewed the project application for PA-2300250 (C). This project consists of a Conditional Use Permit application for the development of a convenience store with gas station and restaurant to be constructed in 2 phases over 5 years. Phase 1 includes the construction of a new 2,695 square foot convenience store with off-premises liquor sales, a tunnel car wash with 4 vacuum stations, and a fuel canopy with 6 multiple fuel dispensers. Phase 2 includes the construction of a new 1,991 square foot quick serve restaurant. The project will utilize public water and sewer services provided by the Lockeford Community Services District. This project will utilize existing onsite storm drainage. The project site is on the east side of State Route 88, 1,250 feet south of Jack Tone Bypass Road, Lockeford (APN/Address: 051-310-01 / 18700 N. State Route 88, Lockeford).

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

This project is not subject to participate at this time due to structure and ground disturbance already existing. Any future structures that require ground disturbance on this or subsequent divided parcels will be subject to participate in the SJMSCP and should be resubmitted to this agency.

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

If you have any questions, please call (209) 235-0574.



November 20, 2024

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

Project: Early Consultation for Conditional Use Permit Application PA-2300250

District CEQA Reference No: 20240128

Dear Ms. Goulart:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Early Consultation (EC) from San Joaquin County (County) for the above project. Per the EC, the project consists of the development of a 2,695 square foot convenience store, a fuel canopy with 6-multiple fuel dispensers, a 1,140 square foot tunnel car wash with vacuum stations, and a new 1,991 square foot fast food restaurant with drive thru on 1.88 total acres (Project). The Project is located at 18700 North State Route 88 in Lockeford, CA (APN: 051-310-01).

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

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, and PM2.5 standards.

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

Samir Sheikh
Executive Director/Air Pollution Control Officer

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

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
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1a) Construction Emissions

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

2) Under-fired Charbroilers

The Project may have restaurants with under-fired charbroilers. Such charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors.

Since the cooking of meat can release carcinogenic PM2.5 species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM2.5 standards. Therefore, the District recommends that the environmental review include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.

The District is available to assist the County and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: <https://ww2.valleyair.org/grants/restaurant-charbroiler-technology-partnership/>

3) Vegetative Barriers and Urban Greening

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

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous

pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

4) Clean Lawn and Garden Equipment in the Community

Since the Project consists of commercial development, gas-powered commercial lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/>.

5) On-Site Solar Deployment

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

6) District Rules and Regulations

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

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: <https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations>. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project

proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

6a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

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

This Project will be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and will require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (209) 557-6446.

6b) District Rule 9510 - Indirect Source Review (ISR)

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

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

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

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

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

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

6c) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <https://ww2.valleyair.org/compliance/demolition-renovation/>

6d) District Rule 4601 (Architectural Coatings)

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

6e) District Regulation VIII (Fugitive PM10 Prohibitions)

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

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500

cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

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

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

6f) Other District Rules and Regulations

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

7) District Comment Letter

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

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

Sincerely,

Tom Jordan
Director of Policy and Government Affairs



For: Mark Montelongo
Program Manager



December 31, 2024

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

**Project: Initial Study/Negative Declaration for Conditional Use Permit Application
PA-2300250**

District CEQA Reference No: 20241354

Dear Ms. Goulart:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Initial Study/Negative Declaration (IS/ND) from San Joaquin County (County) for Conditional Use Permit Application PA-2300250. Per the IS/ND, the project consists of the development of a 2,695 square foot convenience store with a portion from converted space from an existing restaurant, a 1,141 square foot tunnel carwash with four vacuum stations, a 3,850 square foot fuel canopy with 6-multiple fuel dispensers, and a 1,991 square foot fast food restaurant with drive thru on 1.88 total acres (Project). The Project is located at 18700 North State Route 88 in Lockeford, CA (APN: 051-310-01).

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

1) Construction Emissions

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

2) Under-fired Charbroilers

The Project may have restaurants with under-fired charbroilers. Such charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors.

Since the cooking of meat can release carcinogenic PM2.5 species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality

Samir Sheikh
Executive Director/Air Pollution Control Officer

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impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

The District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: <https://ww2.valleyair.org/grants/restaurant-charbroiler-technology-partnership/>

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

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7) District Comment Letter

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

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

Sincerely,

Tom Jordan
Director of Policy and Government Affairs



For: Mark Montelongo
Program Manager



March 27, 2025

Planning Department
County of San Joaquin
1810 E. Hazelton Avenue
Stockton, CA 95205

Re: Air Impact Assessment (AIA) Application Approval
ISR Project Number: C-20250087
Land Use Agency: County of San Joaquin
Land Use Agency ID Number: Conditional Use Permit

To Whom It May Concern:

The San Joaquin Valley Air Pollution Control District (District) has approved the Air Impact Assessment (AIA) application for the Lockeford Arco Ampm project, located at 18700 California 88 in Lockeford, California. The Project consists of the construction of a gas station/convenience store and car wash facility on approximately 1.88 acres. 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.

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
- A copy of the Air Impact Assessment Application

Certain emission mitigation measures proposed by the applicant may be subject to approval or enforcement by the County. No provision of District Rule 9510 requires action on the part of the County, however, please review the enclosed list of mitigation measures and notify the District if the proposed mitigation measures are inconsistent with your **agency's requirements** for this project. The District can provide the detailed emissions analysis upon request.

Samir Sheikh
Executive Director/Air Pollution Control Officer

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4800 Enterprise Way
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Page 2

If you have any questions, please contact Mr. Matt Crow by telephone at (559) 230-5931 or by email at matt.crow@valleyair.org.

Sincerely,

A handwritten signature in blue ink, appearing to be "Mark Montelongo", written in a cursive style.

For Mark Montelongo
Director of Policy and Government Affairs

Enclosures

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

Project Name:	LOCKEFORD ARCO AMPM
Applicant Name:	PARMINDER KAUR
Project Location:	18700 CALIFORNIA 88 BRANDT ROAD/ CA HWY 88 APN(s): 051-31-001
Project Description:	LAND USE: Commercial/Retail - 2 Acres - Convenience market (24 hour) Commercial/Retail - 2 Acres - Convenience market (24 hour) Commercial/Retail - 4041 Square Feet - Convenience market (24 hour) Commercial/Retail - 4041 Square Feet - Convenience market (24 hour) Commercial/Retail - 4041 Square Feet - Convenience market (24 hour) Commercial/Retail - 1991 Square Feet - Fast Food Restaurant with Drive Through Commercial/Retail - 1991 Square Feet - Fast Food Restaurant with Drive Through Commercial/Retail - 1991 Square Feet - Fast Food Restaurant with Drive Through ACREAGE: 1.88
ISR Project ID Number:	C-20250087
Applicant ID Number:	C-304074
Permitting Public Agency:	
Public Agency Permit No.	

Existing Emission Reduction Measures

Enforcing Agency	Measure	Quantification	Notes
There are no Existing Measures for this project.			

Non-District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Implementation	Source Of Requirements
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 - 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)	

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

(District Enforced Emission Reduction Measures Continued)

Enforcing Agency	Measure	Specific Implementation	Measure For Compliance	District 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)	
SJVAPCD	Install Solar Panel	Install solar panels with a total power output of 64.8 kW	(Compliance Dept. Review)	
SJVAPCD	Install Electric Vehicle (EV) Chargers	Install electric vehicle chargers with 12 outlets total	(Compliance Dept. 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)	

Number of District Enforced Measures: 5



January 31, 2024

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

Ref: Gas and Electric Transmission and Distribution

Dear Alisa Goulart,

Thank you for submitting the PA-2300250 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

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

Below is additional information for your review:

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

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

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

Sincerely,

Plan Review Team
Land Management

Attachment 1 – Gas Facilities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment 2 – Electric Facilities

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

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

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

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

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

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

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

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

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



February 26, 2024

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

Re: PA-2300250 18700 N State Route 88
18700 N State Route 88, Lockeford, CA 95237

Dear Alisa Goulart,

Thank you for giving us the opportunity to review the subject plans. The proposed PA-2300250 is within the same vicinity of PG&E's existing facilities that impact this property.

The new construction proposed in the PA-2300250 Project will require the relocation of existing PG&E gas service facilities that exist and currently serve the property. The applicant must contact the below resources to apply for the relocation of any existing PG&E gas and electric services that exist on the subject parcel.

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require.

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

If you have any questions regarding our response, please contact me at Brian.Callaghan@pge.com.

Sincerely,

Brian Callaghan
Land Management
(925) 204-4074



December 6, 2024

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

Ref: Gas and Electric Transmission and Distribution

Dear Alisa Goulart,

Thank you for submitting PA-2300250 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

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

Below is additional information for your review:

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

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

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

Sincerely,

Plan Review Team
Land Management

Attachment 1 – Gas Facilities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment 2 – Electric Facilities

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

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

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

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

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

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

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

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

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



January 3, 2025

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

Re: PA-2300250, 18700 N. State Route 88
18700 N. State Route 88, Lockeford, CA 95237

Dear Alisa,

Thank you for giving us the opportunity to review the subject plans. The proposed PA-2300250 is within the same vicinity of PG&E's existing facilities that impact this property.

The proposed construction requires the relocation of existing PG&E electric and gas service facilities. The applicant must contact PG&E's Service Planning (see below) to apply for the relocation of PG&E electric and gas facilities prior to commencing construction.

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require.

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

If you have any questions regarding our response, please contact me at Vincent.Fazzi@pge.com.

Sincerely,

Vince Fazzi
Land Agent
Land Management Dept.
(916) 217-1057

Goulart, Alisa [CDD]

From: Doug Holck <holckster@gmail.com>
Sent: Tuesday, February 27, 2024 11:51 PM
To: Goulart, Alisa [CDD]
Subject: PA-2300250 (C)

I object to this Development of a Convenience Store with Gas Station, restaurant addition and Car Wash at the location of the existing Georges Restaurant.

There is an existing Chevron service station and mini mart (convenience store) within 150 feet of this proposed new development..
The removal of existing parking spaces leaves inadequate spaces for the entire shopping center complex.
the traffic pattern proposes to enter the gas service islands is confusing and not easily accessible for larger vehicles or those towing trailers

There is an existing carwash 1/4 mile east on hwy 88 that will be negatively affected by competing with this additional Wash

Again I object to this proposed development that will create poor parking and traffic flow onsite and adds unnecessary redundant services that are directly adjacent.

Doug Holck
17565 Hillside DR
Lodi, Ca 95240
209/747-6453

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SAN JOAQUIN
— COUNTY —
Greatness grows here.

Community Development Department

Planning · Building · Code Enforcement · Fire Prevention

Attachment C Environmental Document

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Jennifer Jolley, Director

Eric Merlo, Assistant Director

Tim Burns, Code Enforcement Chief

Corinne King, Deputy Director of Planning

Jeff Niemeyer, Deputy Director of Building Inspection

NEGATIVE DECLARATION

TO: Office of Planning & Research FROM: San Joaquin County
 P. O. Box 3044 Community Development Department
 Sacramento, CA 95812-3044 1810 East Hazelton Avenue
 Stockton, CA 95205

County Clerk, County of San Joaquin

PROJECT TITLE: Conditional Use Permit No. PA-2300250

PROJECT LOCATION: The project site is located on the east side of N. State Route 88, 0.5 miles north of E. Brandt Road, Lockeford, CA, San Joaquin County. (APN/Address: 051-310-01 / 18700 N. State Route 88, Lockeford) (Supervisorial District: 4)

PROJECT DESCRIPTION: A Conditional Use Permit application to develop a combination convenience store, fuel station, restaurant, and carwash facility in 2 phases over 5 years. Phase 1 consists of a 2,695 square foot convenience store (a portion of which will be from converted space from an existing restaurant that will continue to operate) with off-site alcoholic beverage sales, a 1,141 square foot tunnel carwash with 4 vacuum stations, a 3,850 square foot fuel canopy with 6 multiple fuel dispensers, and a propane tank filling station. Phase 2 consists of a 1,991 square foot fast food restaurant with drive thru. The parcel is located in the urban community of Lockeford, CA, and in the Lockeford Community Service Area (CSD). The CSD will provide water and sewer service to the parcel. A storm water retention pond will be utilized for storm water drainage. The project will have an access driveway from N. State Route 88. (Use Types: Fuel Sales – Automotive; Eating and Drinking Establishment – Restaurant, Limited Service; Retail Sales and Services – Convenience; Automotive Sales and Services – Washing/Detailing.)

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

PROPONENT: Parminder Kaur / Parminder Kaur c/o CSHQA

This is a Notice of Intent to adopt a Negative Declaration for this project as described. San Joaquin County has determined through the Initial Study that there is no substantial evidence that the project may have a significant effect on the environment. The Negative Declaration and Initial Study can be viewed on the Community Development Department website at www.sjgov.org/commdev under Active Planning Applications.

Date: December 5, 2024

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

Filed Doc #: 39-12062024-388
 12/06/2024 11:15:00 AM
 Steve J. Bestolarides
 San Joaquin County Clerk

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INITIAL STUDY/NEGATIVE DECLARATION

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

LEAD AGENCY: San Joaquin County Community Development Department

PROJECT APPLICANT: Parminder Kaur (c/o CSHQA)

PROJECT TITLE/FILE NUMBER(S): PA-2300250

PROJECT DESCRIPTION: A Conditional Use Permit application to develop a combination convenience store, fuel station, restaurant, and carwash facility in 2 phases over 5 years. Phase 1 consists of a 2,695 square foot convenience store (a portion of which will be from converted space from an existing restaurant that will continue to operate) with off-site alcoholic beverage sales, a 1,141 square foot tunnel carwash with 4 vacuum stations, a 3,850 square foot fuel canopy with 6 multiple fuel dispensers, and a propane tank filling station. Phase 2 consists of a 1,991 square foot fast food restaurant with drive thru. The parcel is located in the urban community of Lockeford, CA, and in the Lockeford Community Service Area (CSD). The CSD will provide water and sewer service to the parcel. A storm water retention pond will be utilized for storm water drainage. The project will have an access driveway from N. State Route 88. (Use Types: Fuel Sales – Automotive; Eating and Drinking Establishment – Restaurant, Limited Service; Retail Sales and Services – Convenience; Automotive Sales and Services – Washing/Detailing.)

The project site is located on the east side of N. State Route 88, 0.5 miles north of E. Brandt Road, Lockeford, CA.

ASSESSORS PARCEL NO(S): 051-310-01

ACRES: 1.88 acres

GENERAL PLAN: C/C

ZONING: C-C

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
6,648 total square feet eating establishments, 2,901 square foot retail convenience store, 1,141 square foot carwash, and 3,850 total square feet in fueling canopy.

SURROUNDING LAND USES:

NORTH: Commercial; Lockeford; Agriculture with scattered residences; Mokelumne River

SOUTH: Agriculture with scattered residences

EAST: Low Density Residential; Agriculture with scattered residences; Bear Creek

WEST: N. State Route 88; Industrial; Agriculture with scattered residences; Mokelumne River

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:

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

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

TRIBAL CULTURAL RESOURCES:

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

No

PA-2300250 – Initial Study

1

GENERAL CONSIDERATIONS:

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

Yes No

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

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

Yes No

Agency name(s): Caltrans, Air Pollution Control District

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

Yes No

City: Enter city name(s).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

Alisa Goulet
Signature

11-26-2024
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

Impact Discussion:

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

The project is to develop the parcel with a fueling station with convenience store, carwash, and eating establishments. The project site is in the urban community of Lockeford, south of the town center, in a mix of recent urban development, commercial, and industrial development, mostly along State Route 88 and Locke Road. Potential scenic vistas include the Sierra Nevada to the east and nearby agricultural fields. These potential scenic vistas would not be changed with the proposed project as the project is less than 2 acres in size and doesn't propose structures over eighteen feet and two inches. Additionally, the San Joaquin County General Plan objective to preserve open space does not include parcels that are in a developed area, such as the project parcel. Therefore, the project will have not impact on scenic vistas.

- b) There are two officially designated state scenic highways in San Joaquin County: I-580 and I-5 (County of San Joaquin 2035). Both highways are located too far from the project site to be visible and therefore the project is not expected to impact these scenic resources.

In addition, the County has designated 26 roadways within the County as local scenic routes (County of San Joaquin 2035). The project site is located on N. State Route 88 in Lockeford. The portion of State Route 88 located in the northeast county, north of this project site, is a San Joaquin County-designated scenic highway. Additionally, views at the crossing of Bear Creek are also available from the roadway. However, the project would not impact these portions of the scenic route as both areas are located miles from the project site.

Downtown Lockeford is considered to have distinctive visual character but also would not be affected by the proposed improvements as the project is located one-half mile south of the center of Lockeford.

- c) See a. and b. above. Additionally, the project site is zoned Community Commercial (C-C) which permits the proposed uses in an urban area.
- d) The existing lighting and glare conditions in the project area are typical of a rural highway with only a few businesses open late. The project proposes operation between the hours of 6:00 a.m. and 2:00 a.m. New lighting for the project

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

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

Impact Discussion:

- a) The Important Farmland Maps, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. According to the 2018 Important Farmland Map of San Joaquin County, the site is designated as Urban and Built-up Land which is defined as land occupied by structures with a building density of at least one unit to 1.5 acres and is land used for developed purposes. Because urban and built-up land is not a prime farmland category, the project will not convert prime farmland from an agriculture to a non-agriculture use.
- b) The Williamson Act is State legislation that preserves agricultural land through a program that permits contracts between landowners and local government that keep contracted land in agricultural use in exchange for a lower property tax assessment. The project parcel is not under a Williamson Act contract. Additionally, the zoning of the project parcel is Community Commercial, and the project will not change the zoning of surrounding parcels. Therefore, the project will

not conflict with existing zoning for agricultural use, nor will it conflict with a Williamson Act contract.

- c-d) There are no forest resources or zoning for forestlands or timberland, as defined by Public Resources Code and Government Code, located on or near the project site, therefore, the project will have no impact on corresponding zoning or conversion of such land.
- e) The project will not involve conversion of Farmland, as described in a) above. The proposed improvements would not serve any areas that are currently not planned for development. Therefore, impacts related to indirect conversion of Farmland would be less than significant. As the project site contains no designated forest lands, the project would have no impact on indirect conversion of forest lands

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

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

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

Impact Discussion:

- a-d) The project is to develop the parcel with a fueling station with convenience store, carwash, and eating establishments. The project site is located within the San Joaquin Valley Air Basin which lies within the jurisdiction of the San Joaquin Valley Air Pollution Control District (District). SJVAPCD is the local agency established by the State of California to regulate air quality sources and minimize air pollution through the development and implementation of plans, programs and regulations that would enable the Air Basin to attain ambient air quality standards set under both the federal and California Clean Air Acts. Under their respective Clean Air Acts, both the State of California and the federal government have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California has four additional criteria pollutants under its Clean Air Act: sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles.

The project was referred to SJVAPCD on January 30, 2024. Comments were received from the District in a letter dated November 20, 2024. According to the comments, based on the information provided to the District, project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts.

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. The District determined that this project is subject to District Rule 9510 (Indirect Source Review [ISR]) because it will receive a project-level discretionary approval from a public agency and will equal or exceed 2,000 square feet of commercial space. The purpose of District Rule 9510 is to reduce the growth in both nitrogen oxides (NOx) and particulate matter (PM) emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions. The applicant will need to submit an Air Impact Assessment application to allow for proper project design for clean air.

Because the use of under-fired char broilers can release carcinogenic PM2.5 species, installation of a particulate matter emission control system may be required if the proposed restaurant will use an under-fired char broiler. Additionally, the project proponent will be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities to satisfy District Rule 8021 related to dust control during earthmoving activities, and an Authority to Construct to satisfy District Rules 2010 and 2201, a

requirement for stationary source emissions emitters.

The project will comply with the rules and regulations of the Air Pollution Control District and will obtain permits to satisfy all District rules that apply. With implementation of the District Rules' requirements, the project's impact on air quality is expected to be less than significant.

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

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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) The San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP) is a comprehensive plan for assessing and mitigating the biological impacts of converting open space or biologically sensitive lands to urban development in San Joaquin County and its incorporated cities. For the conversion of open space to non-open space uses that affect covered plant, fish, and wildlife species, the SJMSCP provides three compensation methods: preservation of existing sensitive lands, creation of new comparable habitat on the project site, or payment of fees that would be used to secure preserve lands outside the project site. In addition to fee payments, the SJMSCP identifies Incidental Take Minimization Measures - protection measures that avoid direct impacts of development on special-status species - with which projects are required to comply (SJCOG 2000). The San Joaquin Council of Governments (SJCOG) implements the SJMSCP on a project by-project basis. Pursuant to the Final EIR/EIS for SJMSCP, dated November 15, 2000, and certified by SJCOG on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant.

A project referral was sent to SJCOG on January 30, 2024. SJCOG responded to this project referral in a letter dated January 31, 2024, that the project site has existing structure and ground disturbance. Because there is no conversion of open space to non-open space (the site is paved and developed with a restaurant), it is not necessary for the applicant to participate in the plan as any previously existing habitat was covered with the existing development. Likewise, there are no wetlands nor trees on the site.

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

Would the project:

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

Impact Discussion:

- a-c) The project is to develop the parcel with a fueling station with convenience store, carwash, and eating establishments. The site is located on N. State Route 88, in Lockeford, approximately one-half mile south of the downtown of Lockeford. There are several historical resources in the Lockeford area. The original post office, known as the "White House" or "Locke House and Barn," is listed on the National Register of Historic Places. Locke's Ford on Locust Street is a California Historic Landmark. Resources designated State Points of Historic Interest include Locke's Meat Market on State Route 88, the Old Lockeford School on Jack Tone Road, and Harmony Grove Church and Cemetery on Locke Road (San Joaquin County 2035). However, given the narrow scope of the proposed project and its distance from any of these locations, it is unlikely that any of these resources would be impacted by the project. Therefore, project impacts on historical resources are considered less than significant.

All proposed project development is proposed within the existing disturbed areas on site, which has been utilized for a full service restaurant even prior to 1960. As a result, no impact on cultural resources is anticipated.

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

VI. ENERGY.

Would the project:

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

Impact Discussion:

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

VII. GEOLOGY AND SOILS.

Would the project:

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

Impact Discussion:

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

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

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

- b) The project would not result in substantial soil erosion or the loss of topsoil because the project will require a grading permit in conjunction with a building permit. Therefore, the grading will be done under permit and inspection by the San Joaquin County Community Development Department's Building Division. As a result, impacts to soil erosion or loss of topsoil will be less than significant.
- c) As part of the project design process, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. As a result of these grading recommendations, which are required by the California Building Code (CBC), the project would not be susceptible to the effects of any potential lateral spreading, subsidence, or liquefaction. Compliance with the CBC and the engineering recommendations in the site-specific soils report would ensure structural integrity in the event 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 Soil Survey of San Joaquin County classifies the project site soil as having low to moderate expansive . As mentioned above, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. These recommendations will include measures to counter any effects resulting from low to moderately expansive soil. As a result of these recommendations, which are required by the California Building Code (CBC), the project's likelihood of project buildings being impacted by the effects of expansive soil is expected to be less than significant.
- e) The project will receive sanitary sewer service from a public agency, the Lockeford Community Service Area. Because a septic system will not be utilized, impacts to soils from wastewater are expected to be less than significant.
- f) The project area has not been determined to contain significant historic or prehistoric archeological artifacts that could be disturbed by project construction. As discussed in Section V. Cultural Resources, the proposed project location is an existing disturbed area. Therefore, the project's likelihood of destroying indirectly a unique paleontological resource or site or unique geologic feature is less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

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

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

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

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

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

	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) Pursuant to the Hazardous Materials Disclosure Survey submitted with the application, there will be both handling and generating of hazardous materials but in quantities less than 55 gallons, 500 pounds, or 200 cubic feet. The Unified Hazardous Waste and Hazardous Management Regulatory Program, enacted in 1993, is a state and local effort to consolidate, coordinate, and make consistent existing programs regulating hazardous waste and hazardous materials management. The Unified Program is implemented at the local level by a Certified Unified Program Agency (CUPA). The San Joaquin County Environmental Health Department was approved by the State as the CUPA for the County and its incorporated cities. Among other responsibilities, the CUPA provides the management and record keeping of hazardous materials through the Hazardous Materials Program, which inspects businesses for compliance with the State's Hazardous Waste Control Law and issues hazardous materials/waste permits to businesses that handle quantities greater than or equal to 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at any given time. Businesses issued these permits are required to submit a Hazardous Materials Business Plan, which includes an inventory of hazardous materials and wastes and an emergency response plan for hazardous material incidents. In this way, impacts related to the use, transport, or disposal of hazardous materials are expected to be less than significant.

- d) The project site is not listed as a hazardous materials site on the California Department of Toxic Substances Control EnviroStor database map, compiled pursuant to Government Code 65962.5 and, therefore, will not result in creating a significant hazard to the public or the environment.
- e) The project site is not 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. The nearest airport is the Lodi Airport located approximately 4.5 miles to the west of the project site. Therefore, due to the project site's distance from the airport, the project's risk of exposing people residing or working in the project area to safety hazards or excessive noise is less than significant.
- f) The County of San Joaquin Emergency Operations Plan is an all-hazards document describing the County's incident management structure, compliance with relevant legal statutes, other relevant guidelines, whole community engagement, continuity of government focus, and critical components of the incident management structure. According to the Emergency Operations Plan, major transportation route State Route 88, would be a possible evacuation route in the event of an emergency. The Project would not affect this route, and moreover, the Project would not affect the County's ability to implement its Emergency Operations Plan in the event of an emergency. Notwithstanding, the Project would not impede access to any public route that might be needed as an evacuation route. As a result, the Project's impact on emergency response or evacuation activities is expected to be less than significant.
- g) The project location is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

X. HYDROLOGY AND WATER QUALITY.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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) The project will receive sanitary sewer service from a public sewer system, the Lockeford Community Service Area (CSD). The CSD's wastewater system is required to comply with the conditions of Waste Discharge Requirement (WDR) Order No. R5-2007-00179 issued by the Center Valley Regional Water Quality Control Board. The WDR sets limitations on the effluent discharged from the wastewater treatment plan (WWTP) treatment pond. These include a monthly average of no greater than 40 mg/L of biochemical oxygen demand, 10 mg/L of total nitrogen, and 550 mg/L of total dissolved solids. Implementation of the proposed project would not alter this WDR. Therefore, project impacts on water quality would be less than significant.
- b) The project will receive water service from a public water system, the Lockeford Community Service Area (CSD). The project includes an onsite retention pond for storm water drainage and will be sized appropriately and under permit from the Department of Public Works. Therefore, although development of the site will create impervious areas equal to the size of the parcel, with the stormwater system returning stormwater to the ground, the project's interference with groundwater recharging is expected to be less than significant.

- c) The construction of the proposed project would result in grading and soil-disturbing activities and the installation of new impervious surfaces. A grading permit will be required which requires plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan must show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the California Building Code (CBC). The plans must also show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the CBC. A drainage plan must be submitted for review and approval, prior to release of a building permit. In this way, any impacts to the existing drainage pattern of the site will be less than significant.
- d) The flood zone information contained on the San Joaquin County Flood Information viewer is provided using the Digital Flood Insurance Rate Map data received from the US Department of Homeland Security, Federal Emergency Management Agency (FEMA). Pursuant to this information, the area containing the project site is not in a Special Flood Hazard Zone. Development of this project will not require compliance with Development Title Section 9-1605 regarding flood hazards. The project site is also not located in a tsunami nor a seiche zone. Therefore, results from project inundation are expected to be less than significant.
- e) As noted, the project would be required to comply with WDR Order No. R5-2007-0179, which seeks to minimize wastewater system impacts on water quality in the area. The project would not conflict with known water quality objectives of the WDR. Additionally, as a result of the Sustainable Groundwater Management Act, the Eastern San Joaquin Groundwater Sustainability Agency proposes various projects and management actions under the Basin Plan. However, none of these projects apply at an individual development project level; however, implementation of this project would not interfere with the implementation of these projects and management actions.

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

Would the project:

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

Impact Discussion:

- a) The project is to develop the parcel with a fueling station with convenience store, carwash, and eating establishment. The project does not include construction of any feature that would impair mobility within an existing community, nor does it include removal of a means of access between a community and outlying area. The project site is not used as a connection between established communities. Instead, connectivity with the area surrounding the project is facilitated via local roadways. Therefore, the project will not result in dividing an established community.
- b) The project is to develop the parcel with a fueling station with convenience store, carwash, and eating establishment. These are permitted uses in the Community Commercial (C-C) zone with an approved land use permit therefore, the proposed uses will be consistent with all land use policies and regulations of the County Development Code and 2035 General Plan, therefore, the project's impact on the environment due to land use conflict is expected to be less than significant.

XII. MINERAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) 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) Pursuant to the San Joaquin County General Plan Background Report, Chapter 10 - Natural Resources, the primary extractive resource in San Joaquin County is sand and gravel, with the principal areas of sand and gravel extraction located in the southwestern part of the county and along the Mokelumne, Calaveras, and Stanislaus rivers in the eastern portion of the county. The project site is located in the northern reaches of the county approximately 1.5 miles south of the Mokelumne River in an area classified as Mineral Resource Zone 1, defined as an area where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. Therefore, the project's impact on the loss of important minerals is expected to be less than significant.

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

Would the project result in:

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

Impact Discussion:

- a-b) The project site is located on N. State Route 88 in the urban community of Lockeford. The western half of the site is located entirely within the 65dB noise contour of State Route 88. Traffic on State Route 99 results in existing noise levels that exceed the County's noise standards. The project will result in a temporary increase in ambient noise level associated with project construction activities to include grading and use of heavy machinery and equipment, however, the existing noise from N. State Route 88 traffic exceeds any noise resulting from the project. Therefore, noise impacts from the proposed project and impacts on vibrations are expected to be less than significant.

The project site is not 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. The nearest airport is the Lodi Airport located approximately 4.5 miles to the west of the project site. Therefore, due to the project site's distance from the airport, the project's risk of exposing future workers at the project site to excess noise levels and impacts resulting from airport noise levels to people residing or working in the project area are expected to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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XIV. POPULATION AND HOUSING.

Would the project:

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

Impact Discussion:

- a-b) The project will not induce substantial population growth in the area either directly or indirectly because the project is not anticipated to result in an increase in the number of jobs available. The proposed project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere because no residences will be removed. Therefore, the project's impact on population and housing is expected to be less than significant.

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

Impact Discussion:

a) The project site is located in unincorporated San Joaquin County in the urban community of Lockeford. The site is located in the Mokelumne Rural Fire District, which covers an area of approximately 34 square miles east of the City of Lodi and includes the urban community of Lockeford. The District operates out of a station on 13157 E. Brandt Road south of Lockeford. As of 2016, the Fire District had 9 paid personnel, 15 emergency medical technicians, and one administrative staff member. Average response time to a call is 5 minutes. The District is part of the North County Fire automatic aid agreement, along with the Linden-Peters and Waterloo-Morada Fire Districts. In the event a more complex incident should occur, the nearest bordering agency to the incident would be automatically dispatched to provide additional support.

Police protection services in unincorporated San Joaquin County are provided by the San Joaquin County Sheriff's Department, with its station in the community of French Camp. The Sheriff's Department has more than 800 sworn and support personnel working in eight divisions, including the Field Forces Division that provides patrols.

The project area is within the Lodi Unified School District. The one public school in the project area is Lockeford Elementary School, which provides instruction to students from kindergarten to 8th grade. High school students attend Lodi High School in Lodi.

Parks in the Master Plan area are managed by the CSD. The CSD, working with San Joaquin County, is developing Lockeford Memorial Park. There are no other public service facilities in the project area.

The public service agencies listed above were provided with the project proposal and invited to respond with any project concerns or conditions. No agencies responded with conditions or concerns. Therefore, the project is not expected to have a significant impact on the ability of these service providers to maintain current levels of service and the project's impact on these services is expected to be less than significant.

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

- | | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Impact Discussion:

- a-b) The project is not expected to result in a large number of employees nor is there any residential development as part of the project. Therefore, the project is not expected to result in an increase in demand for neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the project, an expansion of an existing winery, is not expected to result in an increased demand for recreational facilities. Therefore, the project will have no impact on recreation facilities.

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

XVII. TRANSPORTATION.

Would the project:

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

Impact Discussion:

- a) The project site is located on N. State Route 88 which is the primary highway in the project area. State Route 12 and State Route 88 merge southwest of Lockeford; the State Routes remain merged until they separate near the community of Clements to the east. Along with carrying local traffic, State Route 12/88 is Lockeford's primary link to Stockton and Lodi, and it is a major regional access route to the Sierra Nevada foothills and mountains.

The project a combination gas station, carwash, convenience store, and fast-food restaurant on State Route 88 will not generate additional traffic as it will serve the existing traffic traveling on State Route 88. The project referral was sent to the California Department of Transportation for comment and received a response to reduce the proposed number of driveways from two to one. The applicant followed this direction with a revised site plan depicting one driveway. The project will not alter the existing transportation facilities; as such, its installation would not lead to conflicts with transportation plans and ordinances related to these roads.

There are no existing or planned pedestrian facilities, bicycle facilities, or transit facilities in the project vicinity therefore, the project's impact on pedestrian, bicycle or transit facilities is expected to be less-than-significant.

- b) The project would have a less-than-significant impact on Vehicle Miles Traveled (VMT) based on the San Joaquin County Transportation Analysis Guidelines of September 2020, which state that locally serving retail projects and retail projects that are less than 50,000 square feet are presumed to have a less-than-significant VMT impact. The proposed project can be considered a locally serving retail use due to its size, location, and the nature of the goods sold which will serve local traffic traveling State Route 88.
- c) The Department of Public Works will require the applicant to improve the driveway approach in accordance with the requirements of San Joaquin County Improvement Standards Drawing No. R-13 providing return radii for truck-trailer egress designed to prevent encroachment onto opposing lanes of traffic. Additionally, Public Works is requiring the conversion of two 3-way intersections that currently have a stop sign at just one approach to all-way stops. With these improvements, the project's impact on transportation hazards is expected to be less than significant.

The use is development of a commercial fueling station with convenience store and convenience eating establishment. The project location is zoned Community Commercial which permits these uses; therefore the zoning and use will be compatible with the area. The use will result in vehicles and trucks accessing the site and access has been reviewed for safety by both Caltrans and the Department of Public Works.

- d) The project site would be accessed from State Route 88. A driveway and circulation route that meets the San Joaquin County Fire Chiefs' Association guidelines for providing fire apparatus access as required by the California Fire Code (CFC) is required. Therefore, site access will provide adequate space for fire trucks and emergency vehicles to enter and turn around, and the project's impact on emergency access is expected to be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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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 type="checkbox"/>	<input checked="" 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)
- i) The project site is undeveloped; therefore no buildings are listed on the State Office of Historic Preservation California Register or the National Register of Historic Places. Therefore, the project will not result in a substantial adverse change in the significance of a historical resource as defined by CEQA.
 - ii) The project is to develop the parcel with a commercial fueling station with convenience store and convenience eating establishments. Existing development includes a full-serve restaurant and paved parking lot. The project was referred to Native American tribes with potential jurisdiction in the project area. No comments were received indicating the site is not a potential site of interest. At the time of development, if human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of Guidelines for California Environmental Quality Act.

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

Would the project:

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

Impact Discussion:

- a) The project proposed development of a commercial fueling station with convenience store and eating establishments. The project will receive water and sanitary sewer service from a public entity, the Lockeford Community Services District (CSD). A will-serve letter from the CSD dated December 21, 2023, states there is sufficient water supply and sewer capacity to serve the project. The area is served by Pacific Gas & Electric which already has facilities in the area. Lastly, an onsite retention pond will contain storm water. Therefore, the project will not required new or expanded facilities that could cause a significant environmental effect.
- b) The project will receive water from a public entity, the Lockeford Community Services District (CSD). Existing groundwater supplies available to the CSD will not be directly affected by the proposed project. Therefore, the project will have sufficient water supplies available to serve it in the foreseeable future.
- c) The project will receive sanitary sewer service from a public entity, the Lockeford Community Services District (CSD). A will-serve letter from the CSD dated December 21, 2023, states there is sufficient sewer capacity to serve the project.
- d-e) The project site is currently within the boundaries of Republic Services, one of five solid waste collectors providing service under franchise to San Joaquin County. The San Joaquin County Code requires that solid waste be collected from residential generators a minimum of once a week, and at least twice a week for commercial and industrial generators (San Joaquin County 2016a). Solid waste is transported and disposed of primarily at three active sanitary landfills in San Joaquin County. The North County Landfill on East Harney Lane has available capacity to 2048, and the Foothill Sanitary Landfill on North Waverly Road has available capacity to 2082 (CalRecycle 2021). The Forward Landfill on Austin Road near Stockton was to have reached its capacity in 2020; however, the County Board of Supervisors recently approved an expansion of Forward Landfill that would extend its life to 2036 (Crunden 2020). California Senate Bill 1383 (SB 1383) requires jurisdictions in California to recycle organic waste, including paper, cardboard, yard materials, food scraps, and food-soiled paper with a goal of diverting 75% of organics from reaching

the landfill by 2025. San Joaquin County passed SB 1383 Organic Waste Diversion Ordinance in February of 2022 mandating that business must comply with SB 1383 mandates by 1) subscribing to a SB 1383 compliant waste collection system through a licensed collector; 2) qualifying for a waiver; or, 3) utilizing acceptable alternative compliance methods. In this way, the project is expected to be in compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

XX. WILDFIRE.

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

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

Impact Discussion:

- a-d) The project location is located in the urban community of Lockeford, on State Route 88. The area of the project site is not classified as a fire hazard severity zone. Therefore, the project's impact on emergency response plans is expected to be less than significant. The site is primarily flat therefore, the project has no factors likely to exacerbate a wildfire. Development of the project will require observance of regulations of the California Fire Code which may require onsite water storage for fire protection which will be determined at the time of building plan submittal.

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

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

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

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

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

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



Attachment D

Findings for Use Permit

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FINDINGS FOR USE PERMIT

PA-2300250 (CUP) PARMINDER KAUR / CSHQA

1. The proposed use is consistent with the goals, policies, standards, and maps of the General Plan; any applicable Master Plan, Special Purpose Plan, Specific Plan, and Planned Development zone; and any other applicable plan adopted by the County.
 - **This finding can be made because the proposed use types (Fuel Sales – Automotive; Eating and Drinking Establishment – Restaurant, Limited Service; Retail Sales and Services – Convenience Store; Automotive Sales and Services – Washing/Detailing) may be conditionally permitted in the General Commercial (C-G) zone with an approved Conditional Use Permit. The project site is zoned C-G and has a General Plan designation of C/G (General Commercial) the implementing zone for which is C-G. Therefore, the parcel meets the requirements for the C/G General Plan designation and the project will meet the Development Title regulations for the approved uses. There are no Master Plans, Specific Plans, Special Purpose Plans, or other applicable plans adopted by San Joaquin County applicable to the subject property.**
2. Adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, and the proposed improvements are properly related to existing and proposed roadways.
 - **This finding can be made because adequate utilities, access roads, sanitation, drainage, and other necessary facilities are proposed or have been provided and the proposed improvements are properly related to existing and proposed streets and highways. The project site will be accessed from one driveway connecting to State Route 88, the placement of which will be determined and approved by the California Department of Transportation (Caltrans), ensuring the connection with the current road network will be properly related to the highway. Caltrans' requirements have been incorporated into the project conditions of approval. The project site will receive water and sewer service from a public entity with connections already in place. All stormwater is required to be kept on site, therefore, an on-site retention pond will be constructed for stormwater drainage. This will prevent stormwater from the project site from possibly flooding adjacent roadways.**
3. The site is physically suitable for the type of development and for the intensity of development.
 - **This finding can be made because the 1.88-acre project site is of adequate size and shape to accommodate all yards, building coverage, setbacks, parking areas and other requirements of the Development Title for the proposed use, as depicted on the Site Plan dated May 25, 2024. The project site will be surfaced in asphalt concrete in conformance with San Joaquin County Ordinances, and other improvements will comply with applicable Development Title regulations designed to ensure that the site improvements are adequate for the type and intensity of the development. A retention pond sized for the calculated amount of predicted stormwater will be constructed under permit from the Department of Public Works. The project site is zoned C-G (General Agriculture), a zone that is applied to parcels that are suitable for the intensity of approved use types.**
4. The location, size, design, and operating characteristics of the proposed use will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.
 - **This finding can be made because the project has been conditioned to meet San Joaquin County Development Title regulations that protect public health, safety, and welfare and ensure the project is not injurious to adjacent properties. The project will not intrude onto adjacent properties and all development will meet required setbacks to prevent intrusion. Further, the Initial Study prepared for this project found no potentially significant environmental impacts that could not be mitigated to a less than significant impact. The**

project site is located in an area of similar commercial development. The nearest residences are in a mobile home park located approximately 150 feet to the south, behind an adjacent property with similar commercial development. The proposed project is subject to the provisions of the San Joaquin County noise ordinance (Development Title Section 9-404.030) and will have to comply with sound level limitations and prevent noise levels from exceeding the standards specified in Development Title Table 9-404.040.

5. The proposed use will not create any nuisances arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding ambient conditions.
 - **This finding can be made because, pursuant to the Initial Study performed for the project, there are no impacts requiring mitigation. The development will be subject to the rules and regulations of the San Joaquin County Development Title, the Air Pollution Control District, and the State Water Quality Control Boards and is required to obtain permits for construction and operation of the development.**
6. The site of the proposed use is adequately served by highways, streets, water, sewer, storm drainage, and other public facilities and services.
 - **This finding can be made because the project is adequately served by public facilities and services. The project is located with direct access to State Route 88 in the Urban Community of Lockeford. The Lockeford Community Service Area will provide water and sewer service to the project and the site will have a water retention pond for storm drainage.**
7. The proposed use complies with all applicable provisions of this Title.
 - **This finding can be made because the proposed use types will not result in the need to rezone the project site, nor will it interfere with surrounding uses. The subject property is zoned C-G (General Commercial), a zone that permits the proposed use types with an approved Conditional Use Permit. The proposed Conditions of Approval will ensure that the project complies with all applicable provisions of the Development Title.**



SAN JOAQUIN
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Greatness grows here.

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Attachment E

Conditions of Approval

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CONDITIONS OF APPROVAL

PA-2300250 (CUP) PARMINDER KAUR / CSHQA

Conditional Use Permit No. PA-2300250 was approved by the Planning Commission on . The effective date of approval is . This approval will expire on , which is thirty-six (36) months from the effective date of approval, unless (1) all Conditions of Approval have been complied with, (2) all necessary building permits have been issued and remain in force, and (3) all necessary permits from other agencies have been issued and remain in force.

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

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

- a. **BUILDING PERMIT:** Submit an "APPLICATION-COMMERCIAL BUILDING PERMIT". The Site Plan required as a part of the building permit must be prepared by a registered civil engineer or licensed architect. This Plan must show drainage, driveway access details including gates, on-site parking, landscaping, signs, existing and proposed utility services, and grading (refer to the "SITE PLAN CHECK LIST" for details). Foundation and soils investigation shall be conducted in conformance with Chapter 18 of the California Building Code at the time of permit application. A fee is required for the Site Plan review. (Development Title Section 9-802.020)
- b. **APPROVED USE:** This approval is for a 9,677-square-foot combination fueling station to be developed in 2 phases over 5 years as depicted on the site plan dated May 25, 2024. (Use Types: Fuel Sales – Automotive; Eating and Drinking Establishment – Restaurant, Limited Service; Retail Sales and Services – Convenience Store; Automotive; Automotive Sales and Services – Washing/Detailing) The project includes:
 - Phase 1
 - 2,695-square-foot convenience store with alcoholic beverage sales for off-site consumption
 - 1,141-square-foot tunnel carwash with 4 vacuum stations
 - 3,850-square-foot fuel canopy with 6 double-sided, multi-fuel dispensers for automobiles
 - Propane tank fueling station
 - Phase 2
 - 1,991-square-foot fast food restaurant with drive thru

These Conditions of Approval supersede conditions issued with Site Approval No. SA-92-0074.

Existing structures to remain on site:

- 4,657-square-foot full-service restaurant
 - 300-square-foot storage structure accessory to existing restaurant
- c. **CAPITAL FACILITY FEE:** This project may be subject to the Capital Facility Fee. If the Capital Facility Fee is applicable, the County shall collect the fees before the issuance of any building permits. (Development Title Section 9-610.070)
- d. **SETBACKS:** The following requirement applies and shall be shown on the Site Plan:
 1. The setback for any development shall be a minimum of 20 feet from the rear property line. (Development Title Section 9-409.150)

2. Pump islands must be located a minimum of 15 feet from any lot line to the nearest edge of the pump island. A canopy or roof structure over a pump island may encroach up to 10 feet within this distance. (Development Title Section 9-409.410[a][6])
 3. Air and water stations must be identified on plans and cannot be located within required setback areas. (Development Title Section 9-409.410[a][2])
- e. **VEHICLE PARKING:** Off-street parking shall be provided and comply with the following:
1. All permanent parking lots, including internal circulation and loading areas, shall be surfaced and permanently maintained with asphalt concrete or Portland cement concrete. Bumper guards and/or wheel stops shall be provided when necessary to protect adjacent structures or properties. (Development Title Section 9-406.060[i])
 2. A minimum of 41 permanent off-street vehicle parking spaces shall be provided for Phase 1 of the project (includes parking for existing full-service restaurant). An additional 6 spaces shall be provided for Phase 2 at full buildout.

(3 spaces are required for every 1,000 sq. ft. of building area for convenience store and limited service eating establishment; 1.2 spaces are required for every fueling station; 1 parking space per carwash service bay; 5 spaces for every 1,000 square feet for full service eating establishment). (Development Title Section 9-406.040).
 3. Each vehicle parking stall shall be an unobstructed rectangle, minimum 9 feet wide and 20 feet long. (Development Title Section 9-406.060)
 4. All parking stalls and directional arrows shall be delineated with paint or similar distinguishable material. (Development Title Section 9-406.040[e])
 5. Parking areas must be separated from the front and side exterior walls of on-site buildings by walkways a minimum of 4 feet in width. (Development Title Section 9-406.040[h])
- f. **ACCESS:** The following requirements apply and shall be shown on the Site Plan:
1. Access driveways shall have a width of no less than 25 feet for two-way aisles and 16 feet for one-way aisles, except that in no case shall driveways designated as fire department access be less than 20 feet wide. (Development Title Section 9-406.060[n][1])
- g. **LIGHTING:** Lighting shall be provided and comply with the following:
1. All off-street parking areas where the parking area is used at night shall be provided with exterior lighting. (Development Title Section 9-406.060[m])
 2. All lighting shall be designed to confine direct rays to the premises. No spillover beyond the property lines shall be permitted, except onto public roads, provided, however, that such light shall not cause a hazard to motorists. (Development Title Section 9-406.060[m][3])
- h. **LANDSCAPING:** Landscaping shall be provided and comply with the following:
1. All required front and street-facing side setbacks, except for areas used for driveways or entries, shall be landscaped. (Development Title Section 9-402.030[a])
 2. A 10-foot-wide landscaped area shall be installed between parking areas and adjacent public streets. (Development Title Section 9-040.030[c][2])
 3. A minimum of 10 percent of the interior of any parking lot area shall be landscaped. (Development Title Section 9-406.060[l][1])

4. No landscape planter that is to be counted toward the required landscape area shall be smaller than 25 square feet in area, or four feet in any horizontal dimension, excluding curbing. (Development Title Section 9-406.060[i][2])
5. Landscaped areas shall be well-distributed throughout the parking lot area. Parking lot landscaping may be provided in any combination of:
 - A. Landscaped planting strips at least five feet wide between rows of parking stalls;
 - B. Landscaped planting strips between parking areas and adjacent buildings or along internal walkways;
 - C. Landscaped islands located between parking stalls or at the ends of rows of parking stalls; and,
 - D. On-site landscaping at the parking lot perimeter. (Development Title Section 9-406.060[3])
6. Parking area landscaping shall include 1 tree for each 5 parking stalls (excluding and shall be evenly spaced throughout the parking lot. When planted, trees shall be at least five gallons in size. (Development Title Section 9-402.040[e] and 9-402.030[c][1])
7. Native plants, particularly native trees and shrubs shall be considered as the first alternative when selecting plants. (Development Title Section 9-402.040[c][3])

i. **SCREENING:**

1. All storage materials and related activities, including storage areas for trash, shall be screened so as not to be visible from adjacent properties and public rights-of-ways. This screening shall be between 6 and 8 feet in height. Items stored within 100 feet of a public street or a Residential zone shall not be stacked higher than 2 feet above the adjacent screen. Exceptions can be approved by the Zoning Administrator. (Development Title Section 9-400.040[c][3][C][i])
 2. All exterior electrical cage enclosures and storage tanks shall be screened from view from adjacent public streets and Residential zones. (Development Title Section 9-400.040[c][3][C][ii])
 3. Each drive-thru aisle must be screened with a combination of decorative walls and landscape to prevent headlight glare and direct visibility of vehicles from adjacent streets. (Development Title Section 9-409.180[e])
- j. **SIGNS:** Sign details shall be consistent with Chapter 9-408 of the Development Title and be included on the Site Plan. All portions of any sign shall be set back a minimum of 5 feet from existing and future right-of-way lines and shall not block pedestrian or vehicle rights-of-way or obstruct drivers' visibility. (Development Title Section 9-408.070[p])

2. DEPARTMENT OF PUBLIC WORKS (Contact: [209] 468-3000)

- a. A Caltrans encroachment permit shall be required for all work within Caltrans' right-of-way. A copy of the permit shall be submitted to Public Works for the file.
- b. Prior to issuance of the occupancy permit, the driveway approach in the Caltrans right-of-way shall be improved in accordance with Caltrans' requirements. In addition, the following modification shall be made to the site access per Caltrans comments:
 1. The northern driveway shall be removed.
 2. The site plan shall be updated to show left turn in and left turn out movements on the southern driveway.

- c. The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)
- d. The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)
- e. A copy of the Final Site Plan shall be submitted prior to release of building permit.
- f. It is the responsibility of the applicant to ensure that a current will serve letter for sanitary sewer and water service from the Lockeford Community Services District is on file prior to release of building permit.
- g. This project is subject to the NPDES Region-Wide Permit requirements and shall comply with the following conditions. Prior to release of the building permit, plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-3605).
 - 1. Treatment: A registered professional engineer shall design the site to treat the 85th percentile storm as defined in the County’s 2023 Storm Water Quality Control Criteria Plan (SWQCCP).
 - 2. Hydromodification: A registered professional engineer shall design the site to comply with the volume (reduction requirement outlined in the County’s 2023 SWQCCP).
 - 3. Trash: A registered professional engineer shall design the site to comply with the trash control requirement outlined in the County’s 2023 SWQCCP.
- h. The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. Development Title Section 9-1135).
- i. Prior to release of the building permit, the owner shall enter into an agreement with San Joaquin County for post-construction maintenance of stormwater quality facilities.
- j. Prior to release of the building permit the applicant shall submit the Storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the approved SWPPP and all required records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request.
- k. Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State “General Permit for Storm Water Discharges Associated with Construction Activity”. The Waste Discharge Identification Number (WDID) issued by SWRCB, shall be submitted to Public Works prior to release of the building permit. Contact the SWRCB at 1-866-563-3107 for further information.
- l. Applicant may be required to file with the State Water Resources Control Board and get coverage under the Industrial General Permit (IGP) prior to release of the building permit. Please work with the Public Works Department – Water Resources Division (209-468-3605) to satisfy this condition.

Informational Notes:

- 1. Wastewater shall not be allowed into the storm drainage system.
- 2. The project will enact appropriate source control BMPs to prevent the discharge of trash offsite.

3. ENVIRONMENTAL HEALTH DEPARTMENT (Contact: [209] 468-3420)

- a. Prior to the issuance of any building permits, sewer facilities shall either be bonded for or in place, as evidenced by a letter from the serving entity (San Joaquin County Development Title, Section 9-600.020[d]).
- b. The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-602.010).
- c. Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development based on the Soil Suitability/ Nitrate Loading Study findings (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).
- d. Submit two (2) hardcopy sets, or one (1) electronic version, of food facility plans to the Environmental Health Department for review and approval prior to issuance of building permit(s) (California Retail Food Code, Article 1, 114380). The fee will be based on the current schedule at the time of payment.
- e. A valid permit from EHD is required prior to operating food facility (California Retail Food Code, Chapter 13, Article 1, Section 14381.1).
- f. Any geotechnical drilling shall be conducted under permit and inspection by the Environmental Health Department (San Joaquin County Development Title, Section 9-601.010[b] and 9-601.020[i]).
- g. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases). The applicant may contact the Program Coordinator of the CUPA program, Elena Manzo (209) 953-7699, with any questions.
 1. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – Hazardous Waste Program (Health & Safety Code (HSC) Sections 25404 & 25180 et sec.)
 2. Onsite treatment of hazardous waste – Hazardous Waste Treatment Tiered Permitting Program (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)
 3. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – Hazardous Materials Business Plan Program (HSC Sections 25508 & 25500 et sec.)
 4. Any amount of hazardous material stored in an Underground Storage Tank – Underground Storage Tank Program (HSC Sections 25286 & 25280 et sec.)
 - A. If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.
 - B. Additionally, an EHD UST permit to operate is required once the approved UST system is installed.

5. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – Aboveground Petroleum Storage Program (HSC Sections 25270.6 & 25270 et sec.)
 - A. Spill Prevention, Countermeasures and Control (SPCC) Plan requirement
 6. Threshold quantities of regulated substances stored onsite - California Accidental Release Prevention (CalARP) Program (Title 19, Section 2735.4 & HSC Section 25531 et sec.)
 - A. Risk Management Plan requirement for covered processes
4. SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT (Contact: [559] 230-6574)
- a. This project is subject to District Rule 2010 (Permits Required) which requires operators of emission sources to obtain an Authority to Construct (ATC) prior to construction and a Permit to Operate (PTO) prior to operation from the District.
 - b. The project proponent must comply with all measures identified in the Monitoring and Reporting Schedule provided with the Air Impact Assessment (AIA) application approval letter.