

## 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:** Sukhchain Gill

**PROJECT TITLE/FILE NUMBER(S):** PA-2000016

**PROJECT DESCRIPTION:** A Site Approval to expand an existing truck parking facility to include the construction of a 4,200 square foot, two-story office building with a 600 square foot second floor covered patio and a 90 square foot second floor stair platform. The site is currently approved to park eighty-three (83) tractor-trailers and thirty-two (32) trailers. No increase of trucks or trailers is proposed with this application. Water, sewer, and storm drainage will be provided by on-site private systems. The project site has access from East Roth Road. (Use Type: Truck Sales and Services – Parking)

The project site is located on the north side of E. Roth Road, 2,480 feet east of McKinley Avenue, French Camp.

**ASSESSORS PARCEL NO(S):** 193-320-26

**ACRES:** 7.27 acres

**GENERAL PLAN:** I/L

**ZONING:** I-L

**POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):**

A total of 8,460 square feet for a truck parking facility with parking for a maximum of eighty-three (83) tractor-trailers and thirty-two (32) trailers.

**SURROUNDING LAND USES:**

**NORTH:** Residential; agricultural with scattered residences

**SOUTH:** City of Lathrop; agricultural with scattered residences

**EAST:** Agricultural with scattered residences; Union Pacific Railroad

**WEST:** Industrial; Interstate 5

**REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:**

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

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

**TRIBAL CULTURAL RESOURCES:**

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

No

**GENERAL CONSIDERATIONS:**

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

☐

Yes

☒

No

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

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

☐

Yes

☒

No

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

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

☒

Yes

☐

No

City: **City of Lathrop**

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

  
Signature

4-27-2020  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

a) Have a substantial adverse effect on a scenic vista?	<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 publically 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-c) The proposed project, an expansion of an existing truck parking facility, is located on E. Roth Road, in the Urban community of Lathrop, north of the city of Lathrop and west of Interstate 5. Pursuant to San Joaquin County General Plan 2035 Natural and Cultural Resources Element Figure NCR-1 (page 3.4-13), this section of E. Roth Road is not designated as a Scenic Route. Therefore, the project will not impact, or substantially damage, a scenic vista or resources, nor will it affect other regulations governing scenic quality.
- d) The proposed project is an expansion to an existing trucking facility. The expansion will not alter the existing requirement for outdoor parking area lighting if the parking area is to be used at night. Outdoor lighting is conditioned to be designed to confine direct rays to the premises, allowing no spillover beyond the property lines. 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-e) The subject property is located in the Urban community of Lathrop and is not identified or designated as Prime or Unique Farmland or as Farmland of Statewide Importance on maps provided by the California Department of Conservation's Farmland Mapping and Monitoring Program. The subject property is designated as Urban and Built-Up Land (D) by the Department of Conservation's Rural Land Mapping Project, which is further described as land occupied by structures with a building density of at least 1 unit to 1.5 acres. The subject property is zoned Limited Industrial (I-L) and is currently developed with a truck parking facility. Additionally, the area does not have designated forest land. Therefore, the proposed project will not convert important farmland to non-agricultural use or forest land to non-forest use, conflict with agricultural or forestland zoning or a Williamson Act Contract, or result in loss of forest land.

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 proposed project is the expansion of an existing truck parking facility. The San Joaquin Valley Air Pollution Control District (APCD) has been established by the State in an effort to control and minimize air pollution. The project was referred to the APCD for review on February 7, 2020. The applicant will be required to meet existing requirements for emissions and dust control as established by SJVAPCD. Therefore, any impacts to air quality will be reduced to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<b><u>IV. BIOLOGICAL RESOURCES.</u></b>					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 proposed project is an expansion to an existing truck parking facility. The project includes the construction of a two-story, 4,200 square foot office building on a site that has already been graded and paved. A project referral was sent to the San Joaquin Council of Governments on February 7, 2020. The San Joaquin Council of Governments responded in a letter dated February 21, 202 that it was determined the project is not subject to participate in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan because of structure and ground disturbance already existing. Because the new development will occur in an area previously disturbed, the project is expected to have a less than significant impact on habitat and/or species 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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## V. CULTURAL RESOURCES.

Would the project:

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

### **Impact Discussion:**

- a–c) The proposed project is an expansion to an existing truck parking facility to include the construction of a 4,200 square foot, two-story office. The site is currently graded and paved therefore the ground disturbance resulting from the project is expected to be less than significant. However, in the event human remains are encountered during any portion of the project, California state law requires that there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county has determined manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation (California Health and Safety Code - Section 7050.5). At the time development, if Human burials are found to be of Native American origin, the developer shall follow the procedures pursuant to Title 14, Division 6, Chapter 3, Article 5, Section 15064.5(e) of the California State Code of Regulations.

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

Would the project:

a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?

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☐

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

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### Impact Discussion:

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

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

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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:**

- The project, and an expansion of an existing truck parking facility to include construction of a 4,200 square foot office building, will have to comply with the California Building Code (CBC) which includes provisions for soils reports for grading and foundations as well as design criteria for seismic loading and other geologic hazards based on fault and seismic hazard mapping. All recommendations from a soils report must be incorporated into the construction plans. Therefore, impacts to seismic-related (or other) landslide hazards will be less than significant.
- The project will not result in substantial soil erosion or the loss of topsoil because the project will require a grading permit in conjunction with a building permit. Therefore, the grading will be done under permit and inspection by the San Joaquin County Community Development Department's Building Division. As a result, impacts to soil erosion or loss of topsoil will be less than significant.

- c-d) The project site is relatively flat terrain where landslides have not historically been an issue. A soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. Therefore, any risks resulting from being located on an unstable unit will be reduced to less than significant.
- e) The project is served by an onsite wastewater treatment system (OWTS) for the disposal of waste water. The system must comply with current onsite wastewater treatment systems standards of San Joaquin County. With these standards in place, only soils capable of adequately supporting the use of septic tanks will be approved for the septic system.
- f) The project area has not been determined to contain significant historic or prehistoric archeological artifacts that could be disturbed by project construction, therefore, damage to unique paleontological resources or sites or geologic features is anticipated to be less than significant.

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?

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☐
☒
☐
☐

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

☐
☐
☒
☐
☐

### Impact Discussion:

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

Implementation of the proposed 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 (CO<sub>2</sub>) and, to a lesser extent, other GHG pollutants, such as methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) 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 CO<sub>2</sub> equivalents (MTCO<sub>2</sub>e/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*.<sup>11</sup> 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.

<sup>11</sup> San Joaquin Valley Air Pollution Control District. *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. December 17, 2009. San Joaquin Valley Air Pollution Control District. *District Policy Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. December 17, 2009.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- |   |                          |                          |                                     |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input 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) The proposed project is an expansion of an existing truck parking facility that includes the construction of a two-story, 4,200 square foot office building. The San Joaquin County Environmental Health Department (EHD) requires the owner/operator to report to the California Environmental Reporting System (CERS) before any hazardous materials/waste can be stored or used onsite. The existing regulatory framework for the transport and use of any hazardous materials will ensure any impact is less than significant.
- d) The project site is not listed as a hazardous materials site on the California Department of Toxic Substances Control EnviroStor database map, compiled pursuant to Government Code 65962.5 and, therefore, will not result in creating a significant hazard to the public or the environment.
- e) The project site is located within the Airport Influence Area zone for the Stockton Metropolitan Airport with the nearest runaway located approximately three (3) miles north of the project site. The project was referred to the Airport Land Use Commission (ALUC) on February 7, 2020. In a response letter dated March 5, 2020, the ALUC responded that the project is in Stockton Metropolitan Airport Zone 8 (AIA) and that the project is compatible with the 2018 San Joaquin

County Airport Land Use Compatibility Plan. Additionally, pursuant to the San Joaquin County Airport Land Use Compatibility Plan for the Stockton Metropolitan Airport, dated February 2018, the project site is located approximately two (2) miles outside of the airport's noise exposure contours, therefore, impacts resulting from airport noise levels to people in the project area are expected to be less than significant.

- f) The project site is located in the Urban community of Lathrop and is currently developed with a truck parking facility. The project, an expansion to the existing trucking facility to include construction of a 4,200 square foot, two-story office building, will not interfere with access entering or exiting the facility. All improvements will be located on the parcel. Therefore, the project's impact on emergency plans 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.

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

Would the project:

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

**Impact Discussion:**

- a-b) The proposed project is an expansion of an existing truck parking facility. The project is served by an onsite wastewater treatment system (OWTS) which is required to comply with current San Joaquin County standards for an OWTS. Garage waste, solvents and toxics, and any hazardous waste are prohibited from being dumped into an OWTS. Therefore, compliance with the rules and regulations of the Environmental Health Department will ensure any impacts to surface or groundwater quality are reduced to less than significant.
- c) The proposed project is an expansion of an existing truck parking facility. The site plan depicts an existing onsite retention pond for storm water drainage. Additionally, the expansion does not require grading as the area for expansion has been graded and paved. Therefore, the project's, impacts to drainage are expected to be less than significant.
- d-e) The project site is not in a tsunami or seiche zone and the site is located in an area determined to be outside the 0.2% annual chance (500-year) floodplain. Therefore, the risk of release of pollutants due to inundation is less than significant.



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

Would the project:

- |  |                          |                          |                                     |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Physically divide an established community?   | <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) This project is an expansion of an existing truck parking facility. The project includes the construction of a two-story 4,200 square foot office building. All improvements will be located on the subject parcel and will not be creating any physical barriers that change the connectivity of the community. Therefore, the project's impact on dividing an established community are expected to be less than significant.
- b) The project parcel is zoned Limited Industrial (I-L). A truck parking facility is a permitted use in the I-L zone with an approved Site Approval. The proposed project is consistent with all land use policies and regulations of the County Development Code and 2035 General Plan, therefore, the project's impact on the environment due to land use conflict is expected to be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## XII. MINERAL RESOURCES.

Would the project:

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

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

### **Impact Discussion:**

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

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

Would the project result in:

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

### **Impact Discussion:**

- The project site is located is located on E. Roth Road, in the Urban community of Lathrop, north of the city of Lathrop and west of Interstate 5. The surrounding land uses are industrial to the south and west, residential to the north and agricultural to the east. The nearest residence is located 365 feet north of the project parcel. Development Title Section Table 9-1025.9 Part II states that the maximum sound level for stationary noise sources during the daytime is 70 dB and 65dB for nighttime. This applies to outdoor activity areas of the receiving use, or applies at the lot line if no activity area is known. Additionally, noise from construction activities are exempt from noise standards provided the construction occurs no earlier than 6:00 a.m. and no later than 9:00 p.m. The proposed project would be subject to these Development Title standards. Therefore, noise impacts from the proposed project are expected to be less than significant.
- The proposed project is an expansion of an existing truck parking facility to include the construction of a 4,200 square foot, two-story office building. There is no increase in the number of trucks and trailers to the site with this expansion, therefore, this project will not have any impact on vibrations or other noise levels.
- The project site is located within the Airport Influence Area zone for the Stockton Metropolitan Airport with the nearest runaway located approximately three (3) miles north of the project site. Pursuant to the San Joaquin County Airport Land Use Compatibility Plan for the Stockton Metropolitan Airport, dated February 2018, the project site is located approximately two (2) miles outside of the airport's noise exposure contours, therefore, 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)?

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b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

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#### **Impact Discussion:**

a-b) The proposed project will not induce substantial population growth in the area either directly or indirectly because the project is not anticipated to result in 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 there are no housing located on the project site and the surrounding zoning will remain the same if the project is approved. 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 proposed project is an expansion of an existing truck parking facility. The project site is located in the French Camp McKinley Fire District and is in the Manteca Unified School District. Both agencies were provided with the project proposal and invited to respond with any concerns or conditions. The San Joaquin County Fire Prevention Department responded with requirements from the California Fire Code that were applicable to the project but did not identify any significant impacts. A response was not received from the school district. The project site is served by the San Joaquin County Sheriff's Office. The office was provided with the project proposal and invited to respond with any concerns or conditions. A response was not received from that office. Therefore, as proposed, the project is not anticipated to result in a need for a substantial change to public services.

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

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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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### **Impact Discussion:**

- a-b) The proposed project, an expansion of an existing truck parking facility, will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the project, an expansion of an existing truck parking facility, is not expected to result in an increased demand for recreational facilities. Therefore, the project will have no impact on recreation facilities.

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

Would the project:

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

### **Impact Discussion:**

- a-d) The proposed project is the expansion of an existing truck parking facility which includes construction of a 4,200 square foot office building. The project site is currently approved to park eighty-three (83) tractor-trailers and thirty-two (32) trailers. No increase of trucks or trailers is proposed with this application. The project was referred to the Department of Public Works for review on February 7, 2020. The Department of Public Works requires a traffic study for projects that are expected to generate in excess of fifty vehicles during any hour. A traffic study was not required for this project. Therefore, the project is expected to have a less than significant impact on traffic volumes on the local streets.

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

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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.

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## **Impact Discussion:**

a) This project site is located in the Urban community of Lathrop, adjacent to the City of Lathrop, and is approximately three (3) miles east of the San Joaquin River. The project is an expansion of an existing truck parking facility. Referrals were sent February 7, 2020 to the California Tribal TANF Partnership, the California Native American Heritage Commission, the California Valley Miwok Tribe, the North Valley Yokuts Tribe, and the United Auburn Indian Community. No responses or requests for consult were received as a result of the referral, therefore any possible disruption to a potential site 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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## 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?

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- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

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- 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?

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- 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?

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- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

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### **Impact Discussion:**

- a) The proposed project is an expansion to an existing truck parking facility, located in the Urban community of Lathrop. The project will utilize a private well and an Onsite Wastewater Treatment System. Storm water drainage will be natural, onsite drainage. Therefore, the project will be served by private, onsite services and will not require relocation of existing facilities or require new facilities.
- b) The project will be served by an existing private well. The nearest public water system is the City of Lathrop on the south side of E. Roth Road.
- c) The project will utilize an Onsite Sewage Disposal System which subject to the onsite wastewater treatment system regulations that comply with the standards of San Joaquin County.
- d-e) The project is an expansion of an existing truck parking facility. As proposed, the project is not anticipated to generate solid waste in excess of State and local standards and will be able to comply with all regulations related to solid waste.

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

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<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 in the Urban community of Lathrop, north of the city of Lathrop, CA, which is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

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

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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)?

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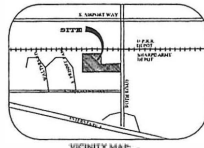
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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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. The project does not have the potential to degrade the environment or eliminate a plant or animal community. The project will not result in significant cumulative impacts or cause substantial adverse effects on human beings, either directly or indirectly.

ATTACHMENT: (MAP[S] OR PROJECT SITE PLAN[S])



- LEGEND:**
- PROPERTY LINE
  - PARKING STRIPS
  - FUTURE DEVELOPMENT AREA
  - FUTURE ADDITION
  - EXISTING BUILDING
  - PROPOSED ADDITION
  - CONCRETE
  - GRAVEL FIELD
  - ACCESSIBLE PATH (V) TRAVEL
  - (N) NON-OAK TREE
  - (F-1) HIGH PRE-CAST CONC. FENCE
  - (F-2) CHAIN LINK FENCE
  - DEDICATION AREA FOR CITY OF LATHROP
  - SITE LIGHTING POLE

### SCOPE OF WORK

REVISIONS APPROVED ACTIONS TO SITE APPROVAL ACTION  
PA-100000, INCLUDES:  
• ADDITION OF 400 SQ. FT. SECOND FLOOR PATIO TOWARD SOUTH  
• 2 TO 30' OFFICE BUILDING  
• ADDITION OF 10 SQ. FT. SECOND FLOOR PLATFORM & STAIRS  
TOWARD SOUTH, 4,200 SQ. FT., OFFICE BUILDING.

### PREVIOUS USE PERMIT NOTE:

• USE PERMIT APPLICATION #PA-100000  
• TOTAL 40' TRACTOR TRAILER PARKING SPACES ARE REDUCED  
FROM THE PREVIOUSLY APPROVED APPLICATION.

### TRAFFIC STUDY NOTE:

• TRAFFIC IMPACT STUDY COMPLETED BY HMO ENGINEERS DATED  
10/15/20 UNDER USE PERMIT #PA-100000  
• FLOOD ZONE INFORMATION:  
• TOTAL MAP WATERSHED  
• PROJECT SITE FALLS IN ZONE X (AREAS REMAINING TO BE  
OUTSIDE 0.2% ANNUAL CHANCE FLOOD PLAIN)

### DRAINAGE NOTES:

• DEVELOPED AND UNDEVELOPED SITE AREA TO DRAIN  
TOWARD EXISTING DRAINAGE BASIN IN THE CORNER  
• EXISTING DRAINAGE BASIN ALREADY DESIGNED BASED ON  
DRAINAGE FROM PROPOSED DEVELOPED AREA.

### UTILITY NOTE:

• SITE IS SERVED BY WHITE WATER WELL AND SEWER SYSTEM.

### SECURITY NOTES:

• CONTACT SAN JOAQUIN COUNTY OF GOVERNMENTS  
SECURITY 24 HOURS BEFORE ANY UNIFORM DISTURBANCE CAN TAKE  
PLACE. IT TAKES 18-24 HOURS TO COMPLETE A PRE-CONSTRUCTION  
SURVEY AND INCIDENTUAL TAKE MINIMUM 10 HOURS (TYPICAL) FOR  
THE PROJECT.  
• PLEASE CONTACT STEVE MAYO, PHONE 209-215-6000

### PROJECT CONTACT:

STEVE MAYO  
HMO-ENGINEERS  
HMO-ENGINEERS.COM

### A. PROJECT INFORMATION:

I. PROJECT NAME:  
II. PROJECT LOCATION:  
III. ASSessor'S PARCEL NUMBER:  
IV. JURISDICTION:  
V. SITE AREA:

### B. PLANNING INFORMATION:

I. ZONING:  
II. HEIGHT:  
III. EXISTING BUILDING (1 STORY):  
IV. EXISTING BUILDING AREA:  
V. EXISTING BUILDING (1 STORY):  
VI. EXISTING BUILDING AREA:

### C. EXISTING BUILDING (1 STORY):

ALLOWABLE:  
ACTUAL:

AREA ANALYSIS:  
SITE AREA:  
EXISTING BUILDING AREA:  
GUARD SHACK:

EXISTING BUILDING (1 STORY):  
METAL BUILDING (1 STORY):

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SUNRISE TRUCKING, PATIO & STAIR ADDITION TO OFFICE BUILDING  
70' x 30' 1 STORY  
COUNTY OF SAN JOAQUIN  
3.37 ACRES (21,313 SQ. FT.)

ILL. (LIGHT INDUSTRIAL)

25'-0" (TOP OF PARAPET),  
20'-0" (TOP OF PARAPET)  
45' (TABLE 9.3.11.3)

10' (TOP OF RIDGE)  
15' (TABLE 9.3.11.3)

133' ACRES (21,313 SQ. FT.)

140 SQ. FT.

4,200 SQ. FT.

2,500 SQ. FT.

400 SQ. FT.

8,400 SQ. FT.

PROPOSED

TOTAL BUILDING AREA  
SITE PROPOSED & EX.

IV. PARKING ANALYSIS

4. CAR PARKING

TOTAL CAR PARKING REQUIRED  
FOR ADMIN. OFFICE & 4 PER 1000 SQ. FT.  
AS PER TABLE 9.10.5.3.10

CAR PARKING REQUIRED FOR  
DISTRIBUTION & 0.5 PER 1000 SQ. FT.  
AS PER TABLE 9.10.5.3.10

GUARD SHACK PARKING  
TOTAL CAR PARKING REQUIRED  
TOTAL CAR PARKING REQUIRED

GUARD SHACK  
TOTAL CAR PARKING REQUIRED

IV. VAN ACCESSIBLE PARKING

TOTAL REQUIRED  
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IV. VAN ACCESSIBLE PARKING

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TOTAL REQUIRED

DESCRIPTION	TOTAL PROPOSED	TOTAL APPROVED	REMARKS
TRACTOR TRAILER	25	25	SEE NOTES
TRACTOR TRAILER	25	25	SEE NOTES
TRACTOR TRAILER	25	25	SEE NOTES

NOTE:  
1. TRACTOR TRAILER PARKING SPACES ARE LESS THAN APPROVED IN PA-100000  
THIS IS DUE TO THE REASON THAT PA-APPROVED SITE  
TRACTOR TRAILER AND 12' WIDE TRAILER ONLY DUE TO  
REASON TO SHOW MORE 10' WIDE SPACES (TYPICAL) PARKING AREA IS INCREASED FROM  
24,200 SQ. FT. PROPOSED IN PA-APPROVED SITE TO 24,200 SQ. FT.

### B. BUILDING INFORMATION:

I. BUILDING CODES:  
2018 CALIFORNIA BUILDING CODE  
2018 CALIFORNIA ELECTRICAL CODE  
2018 CALIFORNIA FIRE CODE  
2018 CALIFORNIA PLUMBING CODE  
2018 CALIFORNIA MECHANICAL CODE  
2018 CALIFORNIA PEST CODE  
2018 CALIFORNIA FIRE CODE

II. OCCUPANCY CLASSIFICATION:  
OFFICE  
STORAGE  
STORAGE

III. CONSTRUCTION TYPE:  
TYPE I  
TYPE II  
TYPE III

IV. BUILDING AREA ANALYSIS:  
A) ALLOWABLE AREA FACTOR (DEC. 56.2)  
B) ACTUAL AREA EXISTING  
C) PROPOSED

V. STORIES:  
ALLOWABLE  
ACTUAL

VI. HEIGHTS:  
ALLOWABLE  
ACTUAL

VII. OCCUPANT LOAD (FROM BUILDING PERMIT PLANS)  
FIRST FLOOR  
SECOND FLOOR  
TOTAL

STEEL PLAN  
PA-20000016  
On 1/18/2022

Application #  
Received By

On 1/18/2022

On 1/18/2022

On 1/18/2022

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