

## 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: Global Carrier, Inc.

PROJECT TITLE/FILE NUMBER(S): PA-1800112, PA-1800156, PA-1800300

**PROJECT DESCRIPTION:** This is a General Plan Map Amendment application to amend the land use designation of a 10.0-acre parcel from General Agriculture (A/G) to Truck Terminal (I/T); a Zoning Reclassification application to rezone the same parcel from General Agriculture, 40-acre minimum, (AG-40) to Truck Terminal (I-T); and, a Use Permit application for the underlying project to establish a truck terminal on the same parcel to include the construction of a 4,800 square foot shop and a 4,800 square foot transfer dock, a 3,500 square foot office, and 142 truck/trailer parking spaces to lease. (Use Type: Truck Sales and Services –Terminals) The project proposes utilizing an onsite well and an onsite wastewater treatment system, and a retention pond for storm water. The project proposes one (1) access driveway off of E. State Route 120.

The project site is located on the south side of State Route 120, 0.9 miles east of State Route 99, opposite the southern terminus of Ideal Parkway, Manteca.

ASSESSORS PARCEL NO.: 228-030-28

ACRES: 10.0

GENERAL PLAN: A/G (General Agriculture)

ZONING: AG-40 (General Agriculture, 40 acre minimum)

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):  
Structures totaling 13,100 square feet for use as a truck terminal.

### SURROUNDING LAND USES:

NORTH: Industrial

SOUTH: Agricultural with scattered residences

EAST: Agricultural with scattered residences

WEST: Agricultural with scattered residences; Industrial; City of Manteca; State Route 99

### 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 (Traffic Impact Analysis, March 16, 2020, KD Anderson & Associates; Environmental Noise Assessment, August 7, 2020, Saxelby Acoustics LLC). Copies of these reports can be found by contacting the Community Development Department.

### TRIBAL CULTURAL RESOURCES:

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

No

**GENERAL CONSIDERATIONS:**

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

☐

Yes

☐

No

Nature of concern(s):

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

☐

Yes

☐

No

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

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

☒

Yes

☐

No

City: **Manteca**

## 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 checked="" 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

8-20-2020  
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
<b><u>I. AESTHETICS.</u></b>					
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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact Discussion:**

- a-b) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with an agricultural designation and zoning to an industrial designation and zoning for use as a truck terminal. The proposed project site is located on E. State Route 120, 0.9 miles east of State Route 99, and adjacent to the Urban Community of Manteca. State Route 120, from State Route 99 east to the subject parcel, is developed with commercial and industrial uses. Pursuant to San Joaquin County General Plan 2035 Natural and Cultural Resources Element Figure NCR-1 (page 3.4-13), E. State Route 120 is not a designated Scenic Route. Therefore the project's impact on a scenic vista or scenic resources is expected to be less than significant.
- c) The proposed project site is located on E. State Route 120, adjacent to the Urban community of Manteca. State Route 120, from State Route 99 east to the subject parcel, is developed with commercial and industrial uses. Therefore the project's impact on a non-urbanized area is expected to be less than significant.
- d) The project would develop a parcel that is currently planted with an orchard with a truck terminal which could result in the creation of a new source of light. However, the project will comply with applicable Development Title policies to minimize lighting impacts. Conditions placed on the project include requirements that parking lot lighting be on a time clock or photo-sensor system and to be designed to confine direct rays to the premises to prevent light spillover beyond the property line so as not to be a nuisance to adjacent lots. Additionally, lighting must be designed so as not to be hazardous to vehicles traveling on E. State Route 120. These conditions will ensure that impacts from lighting will be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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## II. AGRICULTURE AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

- |  |                          |                                     |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/>            | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> |

### **Impact Discussion:**

- a) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with an agricultural designation and zoning to an industrial designation and zoning for use as a truck terminal. The subject property is identified as Farmland of Statewide Importance on maps provided by the California Department of Conservation's Farmland Mapping and Monitoring Program. Therefore, the project would result in converting Farmland of State Importance to nonagricultural use. Pursuant to Development Title Section 9-1080.3(a)(1), agricultural mitigation is required for a General Plan Map Amendment that changes the designation of any land from an agricultural to a non-agricultural use and a Zone Reclassification that changes the permitted uses from agriculture to a non-agricultural use, regardless of the General Plan designation. Agricultural mitigation can be satisfied through the direct provision of agricultural mitigation land which requires granting a farmland conservation easement or other farmland conservation mechanism to or for the benefit of a Qualifying Agent. The number of acres of agricultural mitigation land must be at

least equal to the number of acres that will be changed to a nonagricultural use (a 1:1 ratio). (Development Title Section 9-1080.3[c]). Alternatively, if the applicant is unable to obtain such easement or other preservation instrument, the Board may grant the applicant the option of paying an in-lieu fee which is used by the Qualifying Agent to acquire interests in land and administering, monitoring and enforcing the preservation of the land. Pursuant to Development Title Section 9-1080.3(f), submission of the required legal instrument or payment of the in-lieu fee shall occur at the time of grading permit or building permit issuance for future development. The applicant will be required to comply with the agricultural mitigation requirement, therefore the projects' impact from converting land from an agricultural use to a non-agricultural use is expected to be mitigated to less than significant.

- b) The proposed project will not conflict with existing zoning for agricultural use because the project proposes converting a parcel with the General Agricultural map designation and zoning to an Industrial designation and zoning. The underlying project, a truck terminal, will comply with the requested map designation and zoning. The subject parcel is not under a Williamson Act contract.
- c-d) The subject parcel is not zoned for forest land, timberland, or timberland production therefore, the project will have not conflict with this zoning nor will it result in the loss of forest land.
- e) No other changes in the existing environment which could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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**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 a General Plan Map Amendment and Zone Reclassification that will convert a parcel with the General Agricultural designation and zoning to an Industrial designation and zoning for use as a Truck Terminal. 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 April 1, 2020. APCD responded on April 8, 2020 that, having reviewed the project, the agency had no comments. Therefore, any impacts to air quality are expected to be less than significant.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### **Impact Discussion:**

- a-e) The California Department of Fish and Wildlife Natural Diversity Database lists *agelaius tricolor* (tricolored blackbird) and *lytta moesta* (moestan blister beetle) as rare, endangered, or threatened species or habitat located on or near the site for the proposed project. Referrals have been sent to the San Joaquin Council of Governments (SJCOG), the agency responsible for verifying the correct implementation of the *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan* (SJMSCP), which provides compensation for the conversion of Open Space to non-Open Space uses which affect the plant, fish and wildlife species covered by the Plan. 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.

SJCOG's response to this project, dated December 14, 2018, stated that the project is subject to the SJMSCP. The applicant has confirmed that he will participate in SJMSCP. With the applicant's participation, the proposed project is consistent with the SJMSCP and any impacts to biological resources resulting from the proposed project will be reduced to a level of less-than-significant.

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

Would the project:

- |  |                          |                          |                                     |                          |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?       | <input type="checkbox"/> | <input type="checkbox"/> | <input 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-b) Any impact the proposed project will have on Cultural Resources will be less than significant as there are no resources on the project site that are listed or are eligible for listing on a local register, the California Register of Historic Places, or National Register of Historic Places.
- c) 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). In this way, any disturbance to human remains 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
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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?
- 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
<b><u>VII. GEOLOGY AND SOILS.</u></b>					
Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil and create direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact Discussion:**

- a) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with the General Agricultural designation and zoning to an Industrial designation and zoning for use as a Truck Terminal. Pursuant to the California Earthquake Hazards Zone Application, the project parcel is not located in an earthquake hazard zone. The project 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.
- b) 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 and the soil is not considered to be expansive. 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 will be served by an onsite septic tank or alternative wastewater disposal system for the disposal of waste water. The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County. A percolation test, performed under permit and inspection by the Environmental Health Department, is required. After a successful percolation test, the onsite wastewater treatment system will be evaluated prior to issuance of a building permit. 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?

☐
☐
☒
☐
☐

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 underlying 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 underlying 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>1</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>1</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. a-b)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
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**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 checked="" type="checkbox"/> | <input 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) The proposed project includes construction of a truck terminal with a shop for truck repairs. Hazardous materials such as engine motor oil, antifreeze coolant, propane, nitrogen gas, and diesel fuel may be used and stored on site. 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 use and storing 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 not located within an airport land use plan or within two mile of an airport. The nearest airport is the Stockton Metropolitan Airport, located approximately 7.25 miles to the northwest. Therefore, impacts resulting from

airport noise levels to people in the project area are expected to be less than significant.

- f) The project site is located on State Route 120 and is adjacent to the Urban community of Manteca. Pursuant to a traffic impact analysis performed for the project, truck traffic leaving the project site is anticipated to be a maximum of nine (9) trips per hour. Therefore, the project is not expected to generate enough traffic to create traffic congestion that would interfere with the execution of an emergency plan.
- 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
<b><u>X. HYDROLOGY AND WATER QUALITY.</u></b>					
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 includes the construction of a truck terminal. The project will be served by an onsite wastewater treatment system (OWTS). Construction of an OWTS is required to be under permit and inspection by the Environmental Health Department at the time of development and must comply with the onsite wastewater treatment systems standards of San Joaquin County.

This project was referred to the Central Valley Regional Water Quality Control Board (CVRWQCB) for review on November 30, 2018. The CVRWQCB has been established to protect the waters of the State by ensuring compliance with clean water laws and taking enforcement actions when violations occur. A response was received from CVRWQCB dated December 20, 2018 containing regulations for wastewater discharge. The project will be subject to the Board's regulations to mitigate for any impacts to surface and ground water.

Therefore, with the regulations required by the Environmental Health Department and the CVRWQCB, which are included in the Conditions of Approval for the truck terminal project, any impacts to surface or groundwater quality and

groundwater quality are expected to be reduced to less than significant.

- c) The proposed project includes the construction of a truck terminal. All development on the project site 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. Similarly, any grading for future development will be done under permit and will be required to comply with the grading provisions of the California Building Code.

The project proposes an onsite retention pond for storm water. All development projects are required by the Development Title to provide drainage facilities to contain the storm water runoff on site and to prevent offsite sediment transport. The project will be conditioned by the Department of Public Works to provide drainage facilities in accordance with the San Joaquin County Development Standards.

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

### **Impact Discussion:**

- a) The project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with the General Agricultural designation and zoning to an Industrial designation in order to allow the development of a truck terminal. The development of the truck terminal includes construction of a 4,800 square foot shop and a 4,800 square foot transfer dock, a 3,500 square foot office, and 142 truck/trailer parking spaces to include long term parking. 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 is a General Plan Map Amendment and Zone Reclassification to convert a parcel with A/G (General Agricultural) designation to I/T (Truck Terminal) and the zone from AG-40 (General Agriculture, 40 acre minimum) to I-T (Truck Terminal) to permit the underlying project, the development of a truck terminal. The parcel currently contains a residence. Surrounding uses include industrial development to the north, agriculture with scattered residences to the east and south, and residential and industrial uses to the west. The city limits of Manteca are located 0.25 miles to the west.

In order for the General Plan Map Amendment to be approved, the proposed changes must be shown to be consistent with the General Plan and the Development Title. Pursuant to the 2035 General Plan, the proposed General Plan designation, Truck Terminal (I/T), provides for locations for the transfer of goods from large freight trucks and trains to smaller local distribution trucks or to consolidate small loads to large freight trucks and trains for delivery to distant locations, and for the storage and transfer of uncontainerized materials. The Truck Terminals designation is limited to areas within one mile of a freeway interchange that are outside Urban and Rural Communities and outside the path of planned urban development. This designation may not be applied adjacent to existing or planned residential, commercial (other than Freeway Service), or Resource Conservation designated areas. Developments must be located on a County-defined Minor Arterial or higher classification roadway.

The project site is located on State Route 120, a road with a classification higher than Minor Arterial, and is located 0.9 miles east of the State Route 99 and State Route 120 interchange. The parcel is outside of the Urban community of Manteca and outside of the City of Manteca's Sphere of Influence. The parcel is adjacent to Industrial zoned parcels that are developed with industrial uses and Agricultural zoned parcels with agricultural uses and scattered residences. The 2035 General Plan stipulates that those adjacent parcels will continue with industrial and agricultural designations. Therefore, the requested General Plan designation is consistent with the locational criteria in the General Plan.

In order to approve tentative maps and zone reclassifications, the General Plan requires that minimum standards be met for water, wastewater, and stormwater drainage system improvements (pgs. 3.2-37, 39, 41). For industrial areas outside of communities, the General Plan permits individual wells, individual commercial wastewater systems, and onsite drainage for stormwater in the Truck Terminal map designation. The parcel will utilize an onsite well, wastewater system, and drainage, therefore, the minimum standards for on-site services can be met.

The proposed changes must also be shown to be consistent with the Development Title. The Development Title, in Section 9-812.4, states that prior to approving an application for a Zone Reclassification, the Planning Commission and Board of Supervisors shall determine that the proposed zone is consistent with the General Plan, any applicable Master Plans, and any applicable Specific Plan, and that the proposed zone district is reasonable and beneficial at the time. The proposed applications have been shown to be consistent with the General Plan and are consistent with the Development

Title because the proposed Truck Terminal (I-T) zone is an implementing zone of the Truck Terminal (I/T) General Plan land use designation. If the General Plan designation is changed to I/T, then the zone change to I-T will be consistent with the General Plan. Finally, the proposed applications are reasonable and beneficial at this time because the parcel meets the service requirements for the Truck Terminal map designation and zone.

Therefore, the General Plan Map Amendment application and the Zone Reclassification application are consistent with the General Plan and Development Title and no land use plan, policy, or regulation need be adopted for the purpose of avoiding or mitigating an environmental effect which could, in turn, cause a significant environmental impact.

The underlying project for the General Plan Map Amendment and the Zone Reclassification is for the development of a truck terminal. The Truck Terminal use is a conditionally permitted use in the I-T zone with an approved Use Permit. 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?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### **Impact Discussion:**

- a-b) The proposed project, a General Plan Map Amendment and Zone Reclassification that will convert a parcel with a General Agricultural designation and zoning to an Industrial designation in order to allow the development of a truck terminal, will not result in the loss of availability of a known mineral resource or 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. The project site has been classified as MRZ-1. The San Joaquin County General Plan 2035 Volume II, Chapter 10-Mineral Resources, Table 10-7, defines MRZ-1 as "Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence." Therefore, the project will not result in the loss of mineral resources or mineral resource recovery sites within the region.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
<b><u>XIII. NOISE.</u></b>					
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) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with a General Agricultural designation and zoning to an Industrial designation and zone in order to allow the development of a truck terminal. The project site is located on the south side of State Route 120 and 0.9 miles east of State Route 99. It is adjacent to industrial uses to the north and agricultural uses with scattered residences to the west, east, and south. The nearest residence is located adjacent to the eastern property line of the project site.

A Noise Study conducted by Saxelby Acoustics and dated August 7, 2020, assessed noise impacts that could be generated by the project. The study concluded that, although the maximum increase in traffic noise would be less than significant, the noise impacts resulting from operational activities will require mitigation in order to keep the impacts from exceeding San Joaquin County noise standards. 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.

Operational activities include the initial construction phase and the long-term project-related noise increases and recommended mitigation measures address both sources of noise increases. Mitigation measures to address the use of construction equipment are as follows:

- Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the daytime hours of 7:00 a.m. and 7:00 p.m. daily.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- When not in use, motorized construction equipment shall not be left idling for more than 5 minutes.
- Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.

These mitigation measures are to be implemented prior to approval of grading and/or building permits.

Mitigation Measures to address the long-term project-related noise increases from having a significant impact on residents of properties bordering the east side of the project parcel are as follows:

- Prior to approval of project improvement plans, in order to shield the residents on parcels bordering the east property line, the improvement plans must depict a 10-foot high masonry sound wall per the approval of the County Engineer. The barrier height is measured as top of wall elevation relative to the finished grad of the project site and existing grade of the adjacent residential uses, whichever is higher. The barrier may consist of an 8-foot high masonry wall on earthen berm to achieve the required 10-foot height.

Implementation of these mitigation measures will help to reduce noise impacts from the proposed project to a less-than-significant level.

- b) A Noise Study conducted by Saxelby Acoustics and dated August 7, 2020, assessed vibration levels that could be generated from the proposed project and concluded that the primary vibration-generating activities would occur during the construction phase of the project. Construction activities occurring within 26 feet of the adjacent residential use without mitigation could have a significant impact. The construction activity that will occur in that range is parking lot construction which includes the use of vibratory compactors. To mitigate the impact, the following measures are recommended:

- Any compaction required less than 26 feet from the east property line should be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, preconstruction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures.

Implementation of these mitigation measures will help to reduce impacts from project-generated vibration to a less-than-significant level.

- c) The project site is approximately 7.25 miles from the nearest airport which is the Stockton Metropolitan Airport. Any impacts resulting from proximity to an airport are expected to be less than significant.

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

Would the project:

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

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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 a large 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 the project site is currently the site of one residence, which will be demolished. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### **Impact Discussion:**

- a) The proposed project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with a General Agricultural map designation and zoning to an Industrial map designation and zoning for use as a Truck Terminal. The project site is located in the Lathrop-Manteca Fire District and in the Manteca Unified School District. Both agencies were provided with the project proposal and invited to respond with any concerns or conditions. The Lathrop-Manteca Fire District responded with conditions from the California Fire Code that were applicable to the project but did not voice concerns over significant impacts. These conditions will be included in the final Conditions of Approval for the project. 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 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, a General Plan Map Amendment and Zone Reclassification that will convert a parcel with the General Agricultural designation and zoning to an Industrial designation and zoning for use as a Truck Terminal, is not expected to result in an increased demand for recreational facilities. Therefore, the project will have no impact on recreation facilities.

## 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 checked="" type="checkbox"/> | <input 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) A traffic impact study was required by the Department of Public Works to analyze traffic-related effects of the proposed project. The study was performed by KD Anderson and Associates and is dated March 16, 2020. Study intersections included the Yosemite Avenue/State Route 99 ramp intersections, the State Route 120/Austin Road intersection and the State Route 120/Ideal Parkway intersection. Based on review of similar businesses, the study expects the proposed project to generate approximately 80 trips daily, which includes 36 trips made by heavy trucks (i.e. greater than 3 axles). This includes nine (9) trips in the a.m. peak hour and nine (9) trips in the p.m. peak hour. The study concluded that the addition of the project trips does not have a significant impact on the adjoining circulation system as resulting Levels of Service at intersections remain within minimum standards.

The study also analyzed the need to provide a westbound left turn lane at the site access. The study concluded that, although the amount of traffic turning left into the proposed project site will be very slight, the volume of eastbound traffic is appreciable, particularly in the p.m. peak hour, and it would be reasonable to require a separate left turn lane.

The Department of Public Works has determined the following road and access improvements are necessary to lessen impacts on transportation to less than significant. All improvements are required to be in accordance with Caltrans Standards as State Route 120 is under its jurisdiction.

- The driveway approach is to be improved in accordance with Caltrans Standards prior to issuance of the occupancy permit.
  - The owner is to execute an Irrevocable Offer to Dedicate to Caltrans for an additional 22.5 feet for State Route 120 across the parcel's frontage prior to issuance of the occupancy permit.
  - Prior to issuance of the occupancy permit the applicant shall provide written verification from Caltrans that the following State Route 120 frontage improvements have been completed:
    - Construct a continuous two-way left turn lane between Ideal Parkway/project entrance and Comconex Road designed according to Caltrans specifications.
    - Construct an eastbound deceleration lane at the project's main entrance designed according to Caltrans specifications.
- b) The project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with a General Agricultural map designation and zoning to an Industrial map designation and zoning. The underlying project, a truck terminal, will have access off of State Route 120, and is located 0.9 miles east of State Route 99, both high quality transit corridors. Therefore, the project does not conflict with and is not inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

- c) The project is a General Plan Map Amendment and Zone Reclassification that will convert a parcel with a General Agricultural designation and zoning to an Industrial designation and zoning. If approved, the underlying project, a truck terminal, is compatible with the new designation and zone. The project site is accessed from State Route 120. Any alterations to State Route 120 will be under permit with Caltrans to ensure safety and to mitigate impacts and hazards.
- d) The underlying project, a truck terminal will be conditioned to provide adequate emergency access. The Lathrop-Manteca Fire District requires that access roads and turnarounds meet the requirements established by the San Joaquin County Fire Chief's Association. If the truck terminal entrance has a locked gate, a key box is required to be installed with keys to gain access as required by the fire code official. And if the truck terminal entrance has automatic gates, a fire permit is required as well as Opticom access ability to provide access for emergency apparatus.

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) The project site is located on E. State Route 120, adjacent to the Urban community of Manteca, and 0.9 miles east of State Route 99. Referrals were sent November 30, 2018 to the California Valley Miwok Tribe. A response was not received, therefore, it is expected that any possible disruption to a potential site will have a less than significant impact.

	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 proposed project will utilize an onsite well and a private septic system as well as a retention pond for stormwater, therefore the project will not require new public facilities. The well and septic system will be installed and maintained privately.
- b) The proposed project will be served by an onsite, individual domestic water well. Construction of the well will be under permit and inspection of the Environmental Health Department to ensure standards set to maintain the integrity of the groundwater are met.
- c) The proposed project will be served by an onsite wastewater treatment system, constructed under permit and inspection by the Environmental Health Department.
- d-e) As proposed, the project is not anticipated to generate solid waste in excess of State and local standards. The project site is served by the Lovelace Materials Recovery Facility and Transfer Station and the Foothill Sanitary Landfill, which, according to the current permit, is projected to be in operation until 2082, providing adequate capacity for the proposed project.

	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 adjacent to the Urban community of Manteca, an area that 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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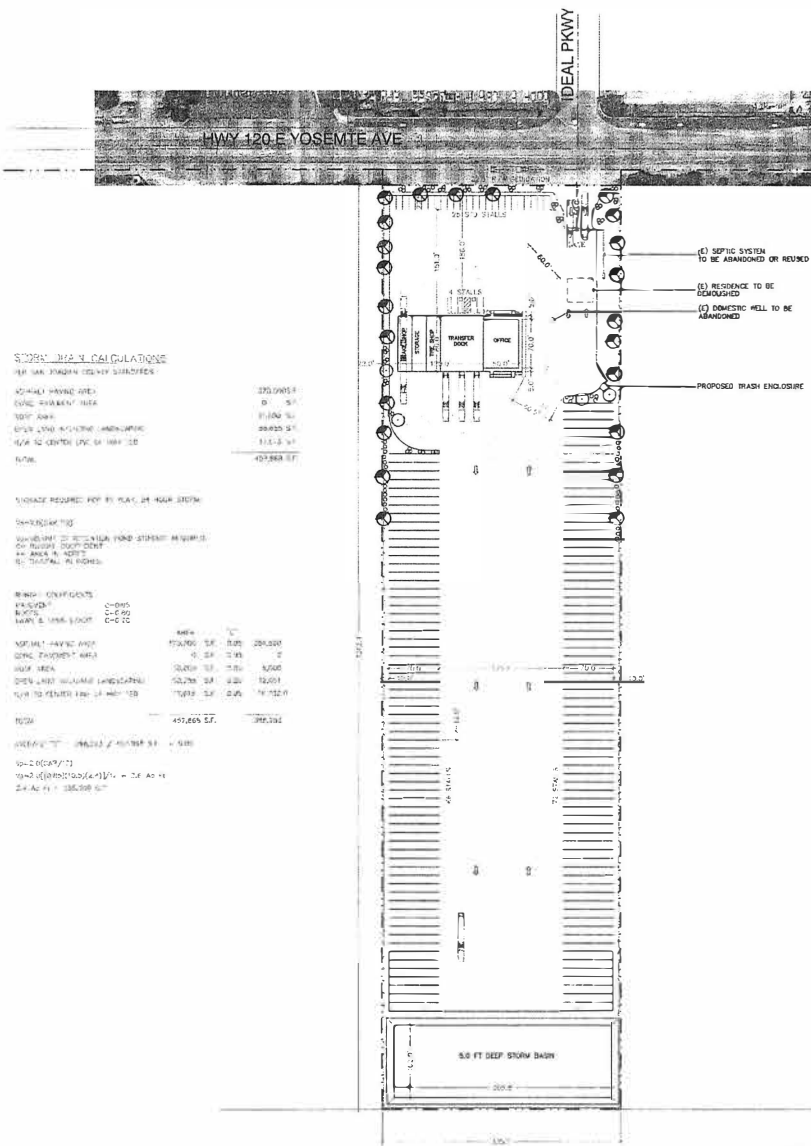
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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### Impact Discussion:

- a. 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 have reduced these impacts to a less than significant level.





Application # **PA1800300**  
Received By **TTC** On **3-20-19**

STATE OF VERMONT, INC.

**Q**  
**SITE**

APN: 229-003-028  
LOT AREA: 435.80 S.F. (10.0 Ac)  
ZONING: AG-40

EXISTING BUILDING  
(E) BUILDING USE: (E) RESIDENCE TO BE DEMOLISHED  
(1,200 S.F.)

PROPOSED BUILDING  
(P) BUILDING USE: DOCK, TIRE & BRAKE SHOPS/OFFICE  
(P) BUILDING OCCUPANCY: 1-B  
(P) CONSTRUCTION TYPE: V/N  
(P) BUILDING AREA: 13,100 S.F.

SHOP AREA: 4,800 S.F.  
TRANS. DOCK AREA: 4,800 S.F.  
OFFICE AREA: 3,500 S.F.

SCOPE OF WORK:

TRUCK TERMINAL

1- CONSTRUCTION OF LONG TERM TRUCK PARKING.  
2- CONSTRUCTION OF TRANSFER DOCK.  
3- CONSTRUCTION OF TRUCK BRAKE SHOP.  
4- CONSTRUCTION OF TRUCK TIRE SHOP.  
5- CONSTRUCTION OF OFFICE SPACE.

DESCRIPTION	SHEET
COVER SHEET / SITE PLAN	A-1

OWNERSHIP OF DOCUMENTS  
The document and the title and date  
number of the document and the  
document number, to be per page, of  
the document  
1771 1772 1773 1774 1775 1776 1777 1778 1779 1780 1781 1782 1783 1784 1785 1786 1787 1788 1789 1790 1791 1792 1793 1794 1795 1796 1797 1798 1799 1800 1801 1802 1803 1804 1805 1806 1807 1808 1809 1810 1811 1812 1813 1814 1815 1816 1817 1818 1819 1820 1821 1822 1823 1824 1825 1826 1827 1828 1829 1830 1831 1832 1833 1834 1835 1836 1837 1838 1839 1840 1841 1842 1843 1844 1845 1846 1847 1848 1849 1850 1851 1852 1853 1854 1855 1856 1857 1858 1859 1860 1861 1862 1863 1864 1865 1866 1867 1868 1869 1870 1871 1872 1873 1874 1875 1876 1877 1878 1879 1880 1881 1882 1883 1884 1885 1886 1887 1888 1889 1890 1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1902 1903 1904 1905 1906 1907 1908 1909 1910 1911 1912 1913 1914 1915 1916 1917 1918 1919 1920 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581

**OWNER:**  
GLOBAL CARRIER, INC.  
1115 HWY 120  
MANTEGA, CALIFORNIA

## SITE PLAN

No.	REVISION	DATE
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△		
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△		

DATE: 02-08-19  
PROJECT MANAGER:  
DRAWN BY: CVEIRA  
JOB NUMBER:  
SHEET:  
**A-1**  
OF 1 SHEETS