PUBLIC REVIEW DRAFT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

FOR THE

THORNTON ROAD/EIGHT MILE ROAD ARCO STATION PROJECT

2910 Eight Mile Road, Stockton, CA

City of Stockton Project File No. P16-0667

August 18, 2017

Prepared for:

City of Stockton
Community Development Department
345 N. El Dorado Street
Stockton, CA 95202
209-937-8444

Prepared by:

BaseCamp Environmental, Inc.
115 S. School Street, Suite 14
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209-224-8213

in association with:

Marcus H. Bole and Associates
Wheatland, CA

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TABLE OF CONTENTS

APPENDICES

LIST OF TABLES

LIST OF FIGURES

LIST OF ACRONYMS
USED IN THIS DOCUMENT

AB	Assembly Bill
ADT	average daily traffic
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAP	Climate Action Plan
CDD	City of Stockton Community Development Department
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Data Base
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CUPA	Certified Unified Program Agency
dB	decibel
dBA	A-weighted decibel
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EPA	U. S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
ISR	Indirect Source Rule
ITMM	Incidental Take Minimization Measure
L_{dn}	Day-Night Average Sound Level
L_{eq}	Equivalent Sound Level
L_{max}	Maximum Sound Level
LOS	Level of Service
mgd	million gallons per day
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NOI	Notice of Intent
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
ODS	owners, developers and successors in interest
PM_{10}	particulate matter 10 micrometers or less in diameter

$PM_{2.5}$	particulate matter 2.5 micrometers or less in diameter
ROG	reactive organic gases
RWCF	Regional Wastewater Control Facility
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SJCOG	San Joaquin Council of Governments
SJMSCP	San Joaquin County Multi-Species Open Space and Habitat Conservation Plan
SJRTD	San Joaquin Regional Transit District
SJVAPCD	San Joaquin Valley Air Pollution Control District
SWMP	Storm Water Management Program
SWPPP	Storm Water Pollution Prevention Plan
SWQCCP	Storm Water Quality Control Criteria Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
UST	Underground Storage Tank

1.0 INTRODUCTION

1.1 Project Brief

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the Thornton Road/Eight Mile Road Commercial Project (project). The project site is located at the southeast corner of the intersection of Eight Mile Road and Thornton Road in northern Stockton (Figures 1-1 to 1-5). This IS/MND has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). For the purposes of this CEQA analysis, the City of Stockton (City) is the Lead Agency for the project.

The project applicant proposes to construct a commercial development consisting of an ARCO fueling station on 2.11 acres of an approximately 10.09-acre site. The fueling station would have 16 pumps for the dispensing of gasoline and diesel fuel for passenger vehicles and light-duty trucks. A building approximately 3,799 square feet in size would contain a convenience store; an automated car wash structure would be located at the rear of the convenience store. The project applicant also proposes to construct two additional stand-alone buildings: 1) a fast-food restaurant approximately 3,462 square feet in size and 2) a 4,000 square foot building for retail use.

The remaining 7.98 acres would remain available for high-density residential development. This portion of the project site is designated in the Stockton General Plan and zoned for high-density residential development. The project applicant is not proposing residential development, and only conceptual site plans have been prepared for this portion of the project site for CEQA analysis purposes. For the purposes of this environmental study, it is assumed that a residential complex consisting of three-story structures totaling 234 units would eventually be constructed in this remaining vacant portion of the site.

Access to the commercial development would be provided from Thornton Road and Eight Mile Road. Access to future residential development would be provided by Breaker Way and a shared driveway on Eight Mile Road. Utilities would be extended to the project site as required.

The following discretionary approvals would be required for the project:

- General Plan Amendment to change designation of commercial development area from High Density Residential to Commercial.
- Rezoning of commercial development area from RH (Residential, High Density) to CG (Commercial, General).
- Eight Mile Road Precise Road Plan Amendment to allow a driveway on Eight Mile Road.
- Tentative Parcel Map to subdivide project site into two parcels.
- Use Permit for convenience store.
- Relinquishment of access restrictions on Eight Mile Road and Thornton Road.

1.2 Purpose of Initial Study

The California Environmental Quality Act (CEQA) requires that public agencies consider and document the potential environmental effects of the agency's actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to

result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of CEQA are found in the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations).

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects as defined by CEQA and to describe feasible mitigation measures that would avoid significant effects or reduce them to a level that would be less than significant. If the Initial Study does not identify significant effects, or if it identifies mitigation measures that would reduce all of the significant effects of the project to a less-than-significant level, then the agency prepares a Negative Declaration or Mitigated Negative Declaration. If the project would involve significant effects that cannot be readily mitigated, then the agency must prepare an Environmental Impact Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without preparation of an Initial Study.

The proposed project is a "project" as defined by CEQA and is not exempt from CEQA consideration. The City has determined that the project involves the potential for significant environmental effects and requires preparation of this Initial Study. The Initial Study describes the proposed project and its environmental setting, it discusses the potential environmental effects of the project, and it identifies feasible mitigation measures that would avoid the potentially significant environmental effects of the project or reduce them to a less-than-significant level. The Initial Study considers the project's potential for significant environmental effects in the following subject areas:

Aesthetics
Agricultural Resources
Air Quality
Biological Resources
Cultural Resources
Geology and Soils
Greenhouse Gas Emissions
Hazards and Hazardous Materials
Hydrology and Water Quality
Land Use and Planning
Mineral Resources
Noise
Population and Housing
Public Services
Recreation
Transportation/Traffic
Tribal Cultural Resources
Utilities and Service Systems
Mandatory Findings of Significance

The Initial Study concludes that the project would have significant environmental effects, but recommended mitigation measures would reduce all of these effects to a level that would be less than significant. As a result, the City has prepared a Mitigated Negative Declaration and notified the public of the City's intent to adopt the Initial Study/Mitigated Negative Declaration. As of the distribution of the IS/MND for public review, the applicant has accepted all of the

recommended mitigation measures. The time available for comment on the IS/MND is shown in the Notice of Intent.

1.3 Project Background

The project site is located at the southeast corner of Eight Mile Road and Thornton Road. In the project vicinity, Eight Mile Road marks the northern boundary of the Stockton city limits. The project site was in the jurisdiction of San Joaquin County until 2004, when it was part of the 105.63-acre Silver Springs annexation to City of Stockton. The City designated the project for High Density Residential in the Stockton General Plan. As part of the annexation, the project site was pre-zoned, for high-density residential development.

Portions of this document are referenced to the environmental studies presented in the IS/MND prepared for the Silver Springs project. The Silver Springs project was a proposed annexation, including a General Plan Amendment and pre-zoning, of a 105.63-acre site at the southeast corner of the intersection of Thornton Road and Eight Mile Road. The pre-zoning proposed the development of 81.53 acres Low-Medium Density Residential, 10.45 acres of High Density Residential, and 6.03 acres Administrative Professional land uses, with the remaining acreage being right-of-way. The project also included one tentative map proposing the creation of 271 single family lots, one multifamily lot, and one office lot, and another tentative map creating 34 single family lots. An IS/MND was approved for the project in 2004. Residential areas located to the south and east of the project were developed pursuant to these approvals.

1.4 Environmental Evaluation Checklist Terminology

The Initial Study repeatedly uses a few terms and acronyms that are defined here for the reader's convenience. A complete list of acronyms used in the Initial Study is shown following the Table of Contents.

CDD — The Stockton Community Development Department. The CDD is responsible for processing of the project's permit applications and for independent review and acceptance of the IS/MND.

IS/MND — This Initial Study/Mitigated Negative Declaration.

ODS — The owners, developers and successors-in-interest, meaning the project applicant, property owners, future project owners and other parties with interest or responsibility for the project, now and in the future.

The project's potential environmental effects are evaluated in the Environmental Evaluation Checklist shown in Chapter 3. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the City determines whether the project would involve: 1) a Potentially Significant Impact, 2) a Less Than Significant Impact With Mitigation Incorporated, 3) a Less Than Significant Impact, or 4) No Impact.

> A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e., that the environmental effect may be significant, and mitigation measures have not yet been defined that would reduce the impact to a less than significant level. If there are one or more Potentially Significant Impact entries in the Initial Study, an EIR is required.

An environmental effect that is Less Than Significant With Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a less than significant level with the application of mitigation measures.

A Less Than Significant Impact occurs when the project would involve some effect on a particular resource, but the project would not involve a substantial adverse change to the physical environment, and no mitigation measures are required.

A determination of No Impact is self-explanatory.

This IS/MND prescribes mitigation measures for the potentially significant environmental effects of the project. Some existing regulatory requirements established by the City and other regulatory agencies are routinely implemented in conjunction with new development. In many cases, these requirement also function as mitigation measures for environmental impacts. Such requirements are described in this IS/MND as to their impact mitigating effect, but they are not called out as mitigation measures that need to be imposed by the Lead Agency. These requirements are established in law and/or practice and are therefore part of the existing setting of the project. However, mitigation measures that are specifically called out in this document are those that are needed to address impacts specific to the project that are not addressed in existing law and practice.

1.5 Summary of Environmental Effects and Mitigation Measures

The following pages contain Table 1-1, Summary of Impacts and Mitigation Measures. The table summarizes the results of the Environmental Checklist Form and associated narrative discussion shown in Chapter 3.0.

The potential environmental impacts of the proposed project are summarized in the left-most column of this table. The level of significance of each impact is indicated in the second column. Mitigation measures proposed to minimize the impacts are shown in the third column, and the significance of the impact, after mitigation measures are applied, is shown in the fourth column.

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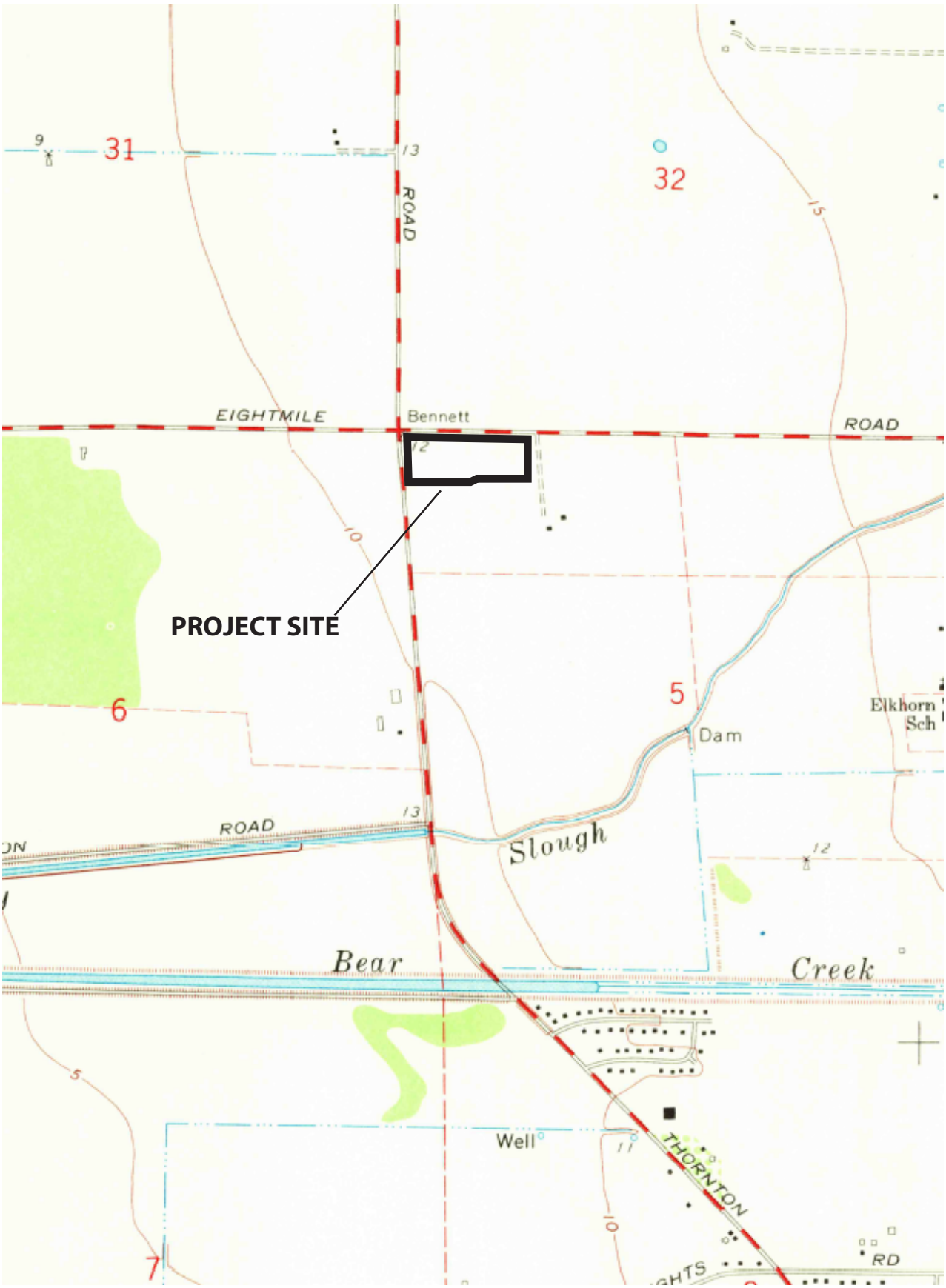
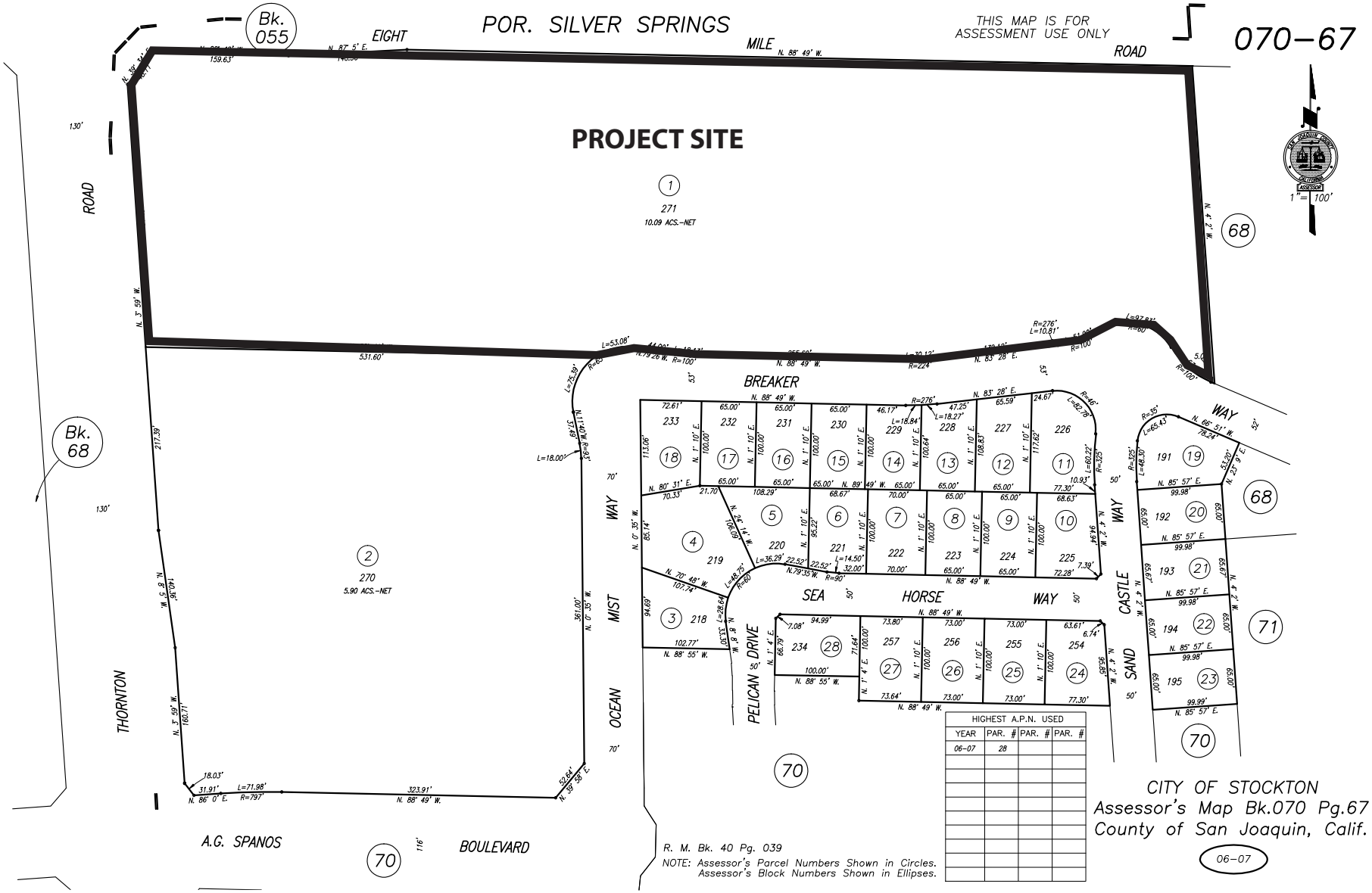
Figure 1-1
REGIONAL LOCATION MAP

Figure 1-2
STREET MAP



BaseCamp Environmental

Figure 1-3
USGS MAP



BaseCamp Environmental

Figure 1-4
ASSESSOR PARCEL MAP

Figure 1-5
Aerial Photo

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
1. AESTHETICS			
a) Scenic Vistas	NI	None required	-
b) Scenic Resources	NI	None required	-
c) Visual Character and Quality	LS	None required	-
d) Light and Glare	PS	AES-1: Site development plans shall include a photometric site plan that describes the type of lighting that will be used and the amount of illumination that would occur on the site and on the property lines of adjacent residential parcels or parcels zoned for residential uses. The photometric plan shall demonstrate that indirect illumination on the property lines is consistent with the standards set forth in Stockton Municipal Code Section 16.32.070(A). The photometric site plan shall be part of the development application package to be reviewed and approved by the City.	LS
2. AGRICULTURE AND FORESTRY RESOURCES			
a) Agricultural Land Conversion	NI	None required	-
b) Agricultural Zoning and Williamson Act	NI	None required	-
c, d) Forest Land Conversion and Zoning	NI	None required	-
e) Indirect Conversion of Farmland of Forest Land	NI	None required	-
3. AIR QUALITY			
a) Air Quality Plan Consistency	LS	None required	-

LEGEND: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
b) Violation of Air Quality Standards	LS	None required	-
c) Cumulative Emissions	LS	None required	-
d) Exposure of Sensitive Receptors to Pollutants	LS	None required	-
e) Odors	LS	None required	-
4. BIOLOGICAL RESOURCES			
a) Special-Status Species	PS	BIO-1: Prior to construction activities, the beginning of which occurs from March to August, the ODS shall conduct a preconstruction nest survey to determine the presence of any bird species or their nests. The survey shall be conducted by a qualified biologist, who shall make recommendations on the treatment of any located nests that shall be implemented by the ODS, including but not limited to establishment of buffer areas and restrictions on construction equipment operations near the nest. BIO-2: The applicant shall apply to the San Joaquin Council of Governments (SJCOG) for coverage under the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). The project site will be inspected by the SJMSCP biologist, who will recommend any Incidental Take Minimization Measures (ITMMs) set forth in the SJMSCP should be implemented. The ODS shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified ITMMs.	LS
b) Riparian and Other Sensitive Habitats	NI	None required	-
c) Wetlands	NI	None required	-

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TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
d) Fish and Wildlife Movement	PS	Mitigation Measure BIO-1.	LS
e) Local Biological Requirements	NI	None required	-
f) Conflict with Habitat Conservation Plans	PS	Mitigation Measure BIO-2.	LS
5. CULTURAL RESOURCES			
a, b) Historical and Archaeological Resources	PS	CULT-1: If any subsurface cultural or paleontological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist or paleontologist, as appropriate, can examine these materials and make a determination of their significance. If the resource is determined to be significant, recommendations shall be made on further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The CDD shall be notified of any find, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the CDD, consistent with the requirements of the CEQA Guidelines.	LS
c) Paleontological Resources and Unique Geological Features	PS	Mitigation Measure CULT-1.	LS
d) Human Burials	LS	None required	-

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TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
6. GEOLOGY AND SOILS			
a-1) Fault Rupture Hazards	NI	None required	-
a-2, 3) Seismic Hazards	LS	None required	-
a-4) Landslides	NI	None required	-
b) Soil Erosion	PS	GEO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent with the State Water Resources Control Board (SWRCB) prior to commencement of construction activity, in compliance with the Construction General Permit and City of Stockton stormwater requirements. The SWPPP shall be available on the construction site at all times. The ODS shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The ODS shall submit the SWRCB Waste Discharger's Identification Number to the City prior to approval of development or grading plans.	LS
c) Geologic Instability	NI	None required	-
d) Expansive Soils	PS	GEO-2: If required by the City, the Silver Springs geotechnical report shall be updated to reflect current standards and practices. GEO-3: Prior to issuance of a grading permit, a comprehensive grading plan shall be submitted to the City Engineer that addresses potential adverse impacts on structures due to expansive soils. The City Engineer shall review and approve the grading plan and building design, and the City Engineer or designated representative shall	LS

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TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		verify the implementation in the field.	
e) Adequacy of Soils for Wastewater Disposal	NI	None required	-
7. GREENHOUSE GAS EMISSIONS			
a) Project GHG Emissions and Consistency with GHG Reduction Plans	LS	None required	-
8. HAZARDS AND HAZARDOUS MATERIALS			
a, b) Hazardous Material Transport, Use, and Potential Release	LS	None required	-
c) Hazardous Materials Releases near Schools	NI	None required	-
d) Hazardous Materials Sites	NI	None required	-
e, f) Public Airport and Private Airstrip Operations	NI	None required	-
g) Emergency Response and Evacuations	LS	None required	-
h) Wildland Fire Hazards	LS	None required	-
9. HYDROLOGY AND WATER QUALITY			
a, f) Surface Waters and Water Quality	PS	HYDRO-1: The ODS shall submit a Storm Water Quality Plan that shall include post-construction Best Management Practices (BMPs) as required by Title 13 of the SWQCCP. The Storm Water Quality Plan will be reviewed and approved by the City of Stockton Municipal Utilities Department prior to the Certificate of Occupancy. HYDRO-2: The ODS shall execute a Maintenance Agreement with the City for stormwater BMPs prior to	LS

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TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		receiving a Certificate of Occupancy. The ODS must remain the responsible party and provide funding for the operation, maintenance and replacement costs of the proposed treatment devices built for the subject property. HYDRO-3: The ODS shall comply with any and all requirements of, and pay all associated fees as required by, the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.	
b) Groundwater Supplies and Recharge	LS	None required	-
c, d, e) Drainage Patterns and Runoff	LS	None required	-
g, h) Residences and Other Structures in 100-Year Floodplain	NI	None required	-
i) Dam and Levee Failure Hazards	LS	None required	-
j) Seiche, Tsunami, and Mudflow Hazards	NI	None required	-
10. LAND USE AND PLANNING			
a) Division of Established Communities	NI	None required	-
b) Conflicts with Plans, Policies and Regulations Mitigating Environmental Effects	LS	None required	-
c) Conflict with Habitat Conservation Plans	NI	None required	-
11. MINERAL RESOURCES			
a, b) Availability of Mineral Resources	NI	None required	-

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TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
12. NOISE			
a) Exposure to Noise Exceeding Local Standards	PS	NOISE-1: A concrete masonry unit wall eight (8) feet in height shall be constructed along the southern and eastern property lines of the commercial development as shown in Figure 2 of the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016 (in Appendix E of this IS/MND). NOISE-2: The car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 15 dB noise reduction. Alternatively, the car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 10 dB noise reduction, and car wash dryers shall be selected that are 5 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016. NOISE-3: Vacuum usage shall be limited to daytime hours (7:00 a.m. to 7:00 p.m.). Alternatively, a vacuum system shall be procured that is 10 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016.	LS
b) Groundborne Vibrations	NI	None required	-
c) Permanent Increase in Ambient Noise	LS	None required	-
d) Temporary or Periodic Increase in Ambient Noise	PS	NOISE-4: All construction equipment used at the project site shall be fitted with mufflers in accordance with manufacturers' specifications. Mufflers shall be installed	LS

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TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		on the equipment at all times on the construction site.	
e, f) Public Airport and Private Airstrip Noise	NI	None required	-
13. POPULATION AND HOUSING			
a) Population Growth Inducement	LS	None required	-
b, c) Displacement of Housing or People	NI	None required	-
14. PUBLIC SERVICES			
a) Fire Protection	LS	None required	-
b) Police Protection	PS	SERV-1: The ODS shall coordinate with the Stockton Police Department as required to establish adequate security and visibility of the construction site.	LS
c) Schools	LS	None required	-
d, e) Parks and Other Public Facilities	LS	None required	-
15. RECREATION			
a, b) Recreational Facilities	LS	None required	-
16. TRANSPORTATION/TRAFFIC			
a) Conflict with Transportation Plans, Ordinances and Policies	LS	None required	-
b) Conflict With Congestion Management Program	LS	None required	-
c) Air Traffic Patterns	NI	None required	-

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TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
d) Traffic Hazards	PS	TRANS-1: The ODS shall install barriers on Eight Mile Road and Thornton Road along the commercial development frontage to prevent vehicles from making left turns to the commercial development. The type of barrier shall be subject to the City's review and approval.	LS
e) Emergency Access	NI	None required	-
f) Conflict with Non-vehicular Transportation Plans	LS	None required	-
17. TRIBAL CULTURAL RESOURCES			
a, b) Tribal Cultural Resources	PS	TCR-1: The ODS shall retain a qualified professional archaeologist and a representative of the Wilton Rancheria to monitor all ground disturbing activities that occur within the project site. The Wilton Rancheria Native American Monitor shall be compensated per Wilton Rancheria's Tribal Inspector/Monitoring Rates 2017 Schedule of Time and Material Rates sheet. TCR-2: In the event that construction encounters evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted until the qualified archaeologist/Wilton Rancheria Cultural Resources Officer can evaluate the nature and significance of the find. The ODS shall immediately notify the County Coroner, the Stockton Community Development Department, and the Wilton Rancheria Cultural Resources Officer. Appropriate federal and State agencies also shall be notified, in accordance with the provisions in the Archaeological Resources Protection Act (16 USC 469), Native American	LS

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Graves Protection and Repatriation Act (25 U.S.C. 3001-30013), California Health and Safety Code section 7050.5, and California Public Resources Code section 5097.9 *et al*.

The ODS will be responsible for compliance with the requirements of CEQA as to human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission, stating Wilton Rancheria has been working on the project, and they will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.

TCR-3: In the event that any other cultural resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist/Wilton Rancheria Cultural Resources Officer can examine the materials and make a determination of their significance. If the resource is determined to be significant, the archaeologist shall make recommendations, in consultation with Wilton Rancheria, as to further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. The ODS will be responsible for retaining the archaeologist and Wilton Rancheria Tribal Monitor and implementing the recommendations of the archaeologist, including submittal of a written report to the Stockton Community Development Department and the Wilton Rancheria documenting the find and its treatment.

TCR-4: Construction foremen and key members of trenching crews shall be instructed to be wary of the

		possibility of destruction of buried cultural resource materials. They shall be instructed to recognize signs of historic and prehistoric use and their responsibility to report any such finds, or suspected finds, immediately to the archaeology consultant/Wilton Rancheria Tribal Monitor so damage to such resources may be prevented.	
18. UTILITIES AND SERVICE SYSTEMS			
a, b, e) Wastewater Systems	PS	UTIL-1: The ODS shall submit detailed subdivision improvement plans prior to project construction. The improvement plans shall show all on-site and off-site utilities necessary to provide sanitary sewer, water, and storm drainage service. The plans shall be designed in accordance with the City of Stockton's most recently adopted master plans for sanitary sewer, water, and storm drainage, and with the City's Standard Specifications and Plans.	LS
b, d) Water Systems and Supply	PS	Mitigation Measure UTIL-1.	LS
c) Stormwater Systems	PS	Mitigation Measure UTIL-1.	LS
f, g) Solid Waste Services	LS	None required	-
3.19. MANDATORY FINDINGS OF SIGNIFICANCE			
a) Findings on Biological and Cultural Resources	PS	Mitigation measures in Sections 3.4 and 3.5 above.	LS
b) Findings on Individually Limited but Cumulatively Considerable Impacts	LS	None required	-
c) Findings on Adverse Effects on Human Beings	LS	None required	-

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2.0 PROJECT DESCRIPTION

This chapter of the Initial Study provides a brief summary description of the project followed by detailed descriptions of the objectives location and physical elements of the project.

2.1 Project Brief

The project applicant proposes to construct an ARCO fueling station and other commercial structures on 2.11 acres of an approximately 10.09-acre site at the intersection of Eight Mile Road and Thornton Road in north Stockton. The project would include three commercial structures: a gasoline station and convenience store approximately 3,799 square feet, a fast-food restaurant approximately 3,462 square feet, and a retail building approximately 4,000 square feet. The gasoline station would have 16 fuel dispensing pumps. A carwash would be attached to the convenience store building, and the fast-food restaurant would have a drive-through. The commercial development would have 78 parking spaces. Access would be provided off Thornton Road and Eight Mile Road.

The remaining 7.98 acres is now and would remain available for high-density residential development. For the purposes of this CEQA analysis purposes, it is assumed that a residential complex consisting of three-story structures totaling 234 units ultimately would be constructed on this parcel. Project details are provided in Section 2.4.

The project would require a General Plan Amendment and rezoning to allow for the proposed commercial development, along with a Tentative Parcel Map to split the project site into two parcels. The project also would require an amendment to the Eight Mile Road Precise Road Plan and a relinquishment of access restrictions on Eight Mile Road and Thornton Road. A Use Permit would be required for the proposed convenience store for off-sale of beer and wine and for gasoline sales.

2.2 Project Location

The project site is located at 2910 Eight Mile Road, at the southeast corner of the intersection of Thornton Road and Eight Mile Road in northern Stockton (see Figures 1-1 to 1-5). The site is approximately 1.5 miles east of Interstate 5. The parcel is identified as Assessor's Parcel Number 070-670-01. The site is located on the USGS Lodi South, California, 7.5-minute quadrangle map as within Section 5, Township 2 North, Range 6 East, Mt. Diablo Base and Meridian. The approximate latitude of the project site is 38° 03’ 26” North, and the approximate longitude is 121° 21’ 03” West.

2.3 Project Objectives

One objective of the project is the development of a neighborhood retail site that can provide a convenient place to procure fuel, food, drinks, and other products for residents and schoolchildren of the area and for passersby on Eight Mile Road. Currently, there are few such places between Interstate 5 and SR 99 along Eight Mile Road, which is a major regional arterial road in northern Stockton. Another objective is to facilitate future development of multifamily residences on the

non-commercial remainder of the site; multi-family residential development has been identified by the City as being needed to accommodate future population and job growth.

2.4 Project Details

Figure 2-1 shows the overall proposed site plan. The following section describes proposed commercial development in detail as well as the City approvals needed to permit its development. No plans have been submitted for High Density residential development of the remaining 7.98 acres of the project site at this time. However, future high-density residential development of this site is considered in this Initial Study.

Commercial Development

The proposed commercial development consists of an ARCO AM/PM fueling station and convenience store, fast-food restaurant, and a retail building on 2.11 acres of the project site (Figure 2-1). The fueling pumps, which would dispense gasoline and diesel fuel, would be located in the northern portion of the development. Eight pumps, each with two dispensing pumps, would be installed for a total of 16 dispensing stations. A lighted canopy would be constructed over the pump stations, which would illuminate the pump station, during nighttime operating hours; the fueling station is assumed to operate 24 hours per day. Underground fuel storage tanks would be installed.

A 3,799-square foot building in the southern portion of the development would house the proposed convenience store and cashier's area, with proposed off-sale of beer and wine along with non-alcoholic beverages, snack foods, and other items. A freestanding structure constructed behind the convenience store would contain an automated car wash, which would have one wash bay and an equipment room. A water reclamation system would reclaim and reuse wash water. Wash water that is not otherwise reclaimed or lost to evaporation or vehicle carryout would be discharged into the City's wastewater system. Car wash operations are discussed in more detail in Section C(18), Utilities and Service Systems. An air/water station would be placed in front of the convenience store building.

A 3,462 square foot fast-food restaurant would be located in the western portion of the development. The restaurant would include a patio area for outdoor dining and a drive-through path for vehicle pick-up. A 4,000 square foot retail commercial building would be located in the southeastern portion of the development. A specific retail use has not been designated for the building.

The site would include circulation aisles and parking that serves the proposed commercial uses. Drive-through aisles would be provided for the car wash and fast-food restaurant. The project site would contain 78 parking spaces, three of which would be spaces for disabled persons. There would be 16 parking spaces in the gasoline pump area and 24 parking spaces in the southwestern corner of the commercial development site; the remaining spaces would be located near the commercial buildings. A bicycle rack would be provided in front of the proposed restaurant. Areas not used for circulation and parking would be landscaped. Existing landscaping along the Eight Mile Road and Thornton Road frontage would be kept.

Commercial site access would be provided on eastbound Eight Mile Road and northbound Thornton Road. Both entryways would be right-in/right-out; no left turns would be allowed into or out of the commercial development. The entryways would require an amendment to the Eight Mile Road Precise Road Plan and relinquishment of access restrictions on both Eight Mile Road

and Thornton Road. Water, wastewater, and storm drainage facilities would be extended to the commercial development as required. Electrical, gas and communications lines can be extended to the project site from existing facilities in the area.

Residential Development

This Initial Study also considers the potential development of high-density residential units on the remaining 7.98 acres of the project site. Residential development is not proposed by the project applicant, and no site has been submitted for City approval. However, it remains that the site is designated and zoned for high-density residential development, and an application could be submitted at a later date by the applicant or others to whom the remainder might be sold.

High-density residential development of the remainder area would be consistent with the existing General Plan designation and zoning on the project site, which allows for high-density residential development to a maximum density of 29 units per acre, or up to, 240 multifamily residential units. The project applicant has prepared a concept drawing of potential high-density residential development on the project site (Figure 2-2). This drawing is intended to visually communicate the potential future use of the remainder area. For the purposes of CEQA analysis, it is assumed that a high-density residential complex containing 234 units in three-story structures would be constructed. By comparison, the City of Stockton Housing Element, adopted in 2016, projected that 222 housing units would be developed on the entire 10.09-acre parcel, so the assumed number of residential units would exceed the Housing Element projection.

In accordance with Stockton Municipal Code Section 16.20.020, Table 2-2, Allowable Land Uses and Permit Requirements, multifamily developments are permitted as a by-right use in the RH zoning district, subject to a site plan and design review prior to submittal of the building permit. Based on conversations with City of Stockton staff, it is assumed that the primary access to the residential area would be from adjoining Breaker Way. Emergency-only access would be provided from the proposed driveway on Eight Mile Road that would serve the commercial development.

2.5 Permits and Approvals

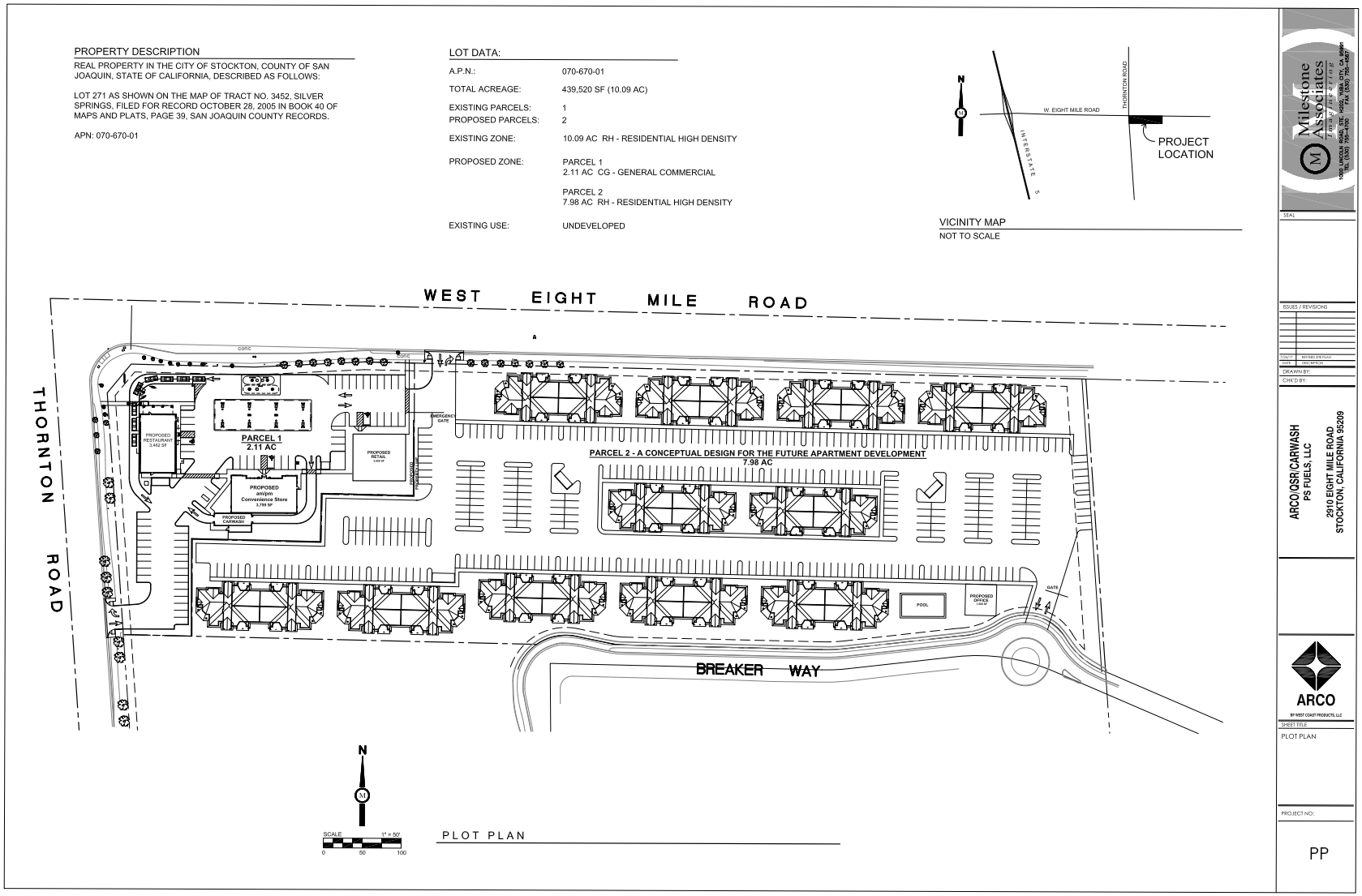
The proposed commercial development would require a General Plan amendment and a rezoning of a 2-acre portion of the project site. The current General Plan designation for the entire project site is High Density Residential, and the current zoning is RH – High Density Residential. The proposed commercial development is not consistent the General Plan designation nor the zoning is consistent with the proposed commercial development. The project proposes a General Plan amendment to change the designation on two acres of the project site from High Density Residential to Commercial (Figure 2-3), and a rezoning from RH – High Density Residential to CG – General Commercial (Figure 2-4). General Plan amendments, and rezoning actions are approved by the Stockton City Council, with a recommendation for action by the Stockton Planning Commission. Installation of proposed fuel tanks and pumps will require permits from the San Joaquin Valley Air Pollution Control District and conformance with other related hazardous material regulations.

The proposed access way to the commercial site from Eight Mile Road will conflict with the City's adopted Precise Road Plan for Eight Mile Road. The project includes an amendment of the Precise Road Plan (Figure 2-5). The potential traffic effects of the amendment are discussed in Section 3(C)(17) and the traffic analysis is shown in Appendix F. In addition, as mentioned

previously, the City must approve relinquishment of access restrictions on Eight Mile Road and Thornton to allow for the proposed entryways.

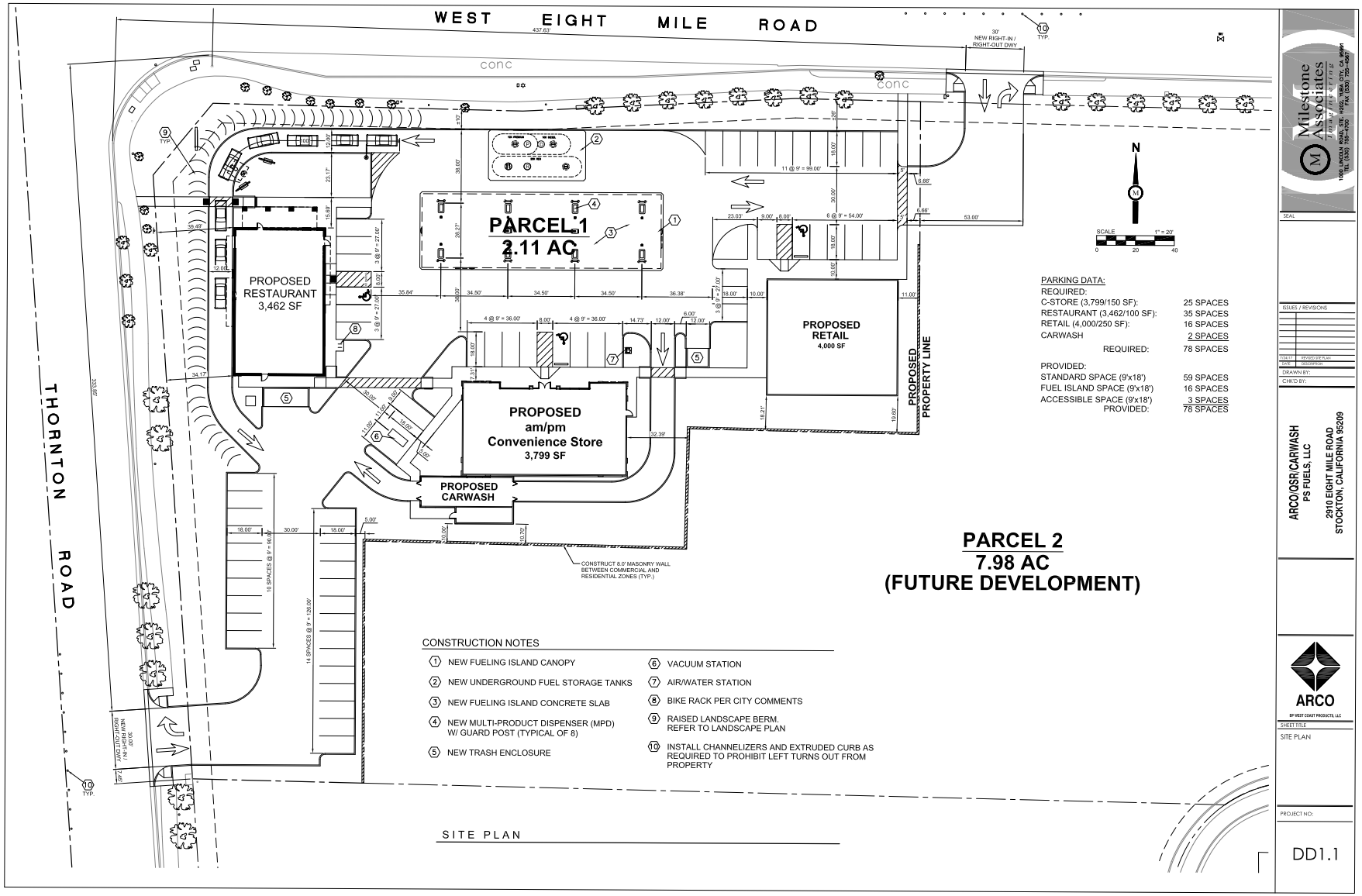
It is anticipated that the proposed commercial parcel will be divided from the remaining residential parcel. Therefore, project approval would involve City approval of a Tentative Parcel Map (Figure 2-6). A Use Permit would be required for the convenience store to allow off-sale of beer and wine, as well as gasoline sales.

As noted above, future residential development would be consistent with the existing General Plan designation and zoning on the project site, and as such would be permitted by right, subject to compliance with all applicable provisions of the Stockton Development Code (Stockton Municipal Code Title 16). Only a site plan review would be required. Other City permits and approvals that would be required for the project are described in Section B(8) in Chapter 3.0.



SOURCE: Milestone Associates

Figure 2-1
SITE PLAN



SOURCE: Milestone Associates

Figure 2-2
COMMERCIAL AREA SITE PLAN

PROPERTY DESCRIPTION

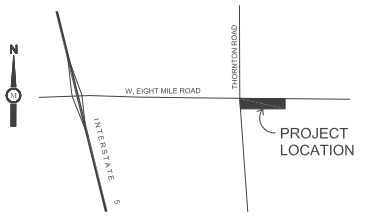
REAL PROPERTY IN THE CITY OF STOCKTON, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOT 271 AS SHOWN ON THE MAP OF TRACT NO. 3452, SILVER SPRINGS, FILED FOR RECORD OCTOBER 28, 2005 IN BOOK 40 OF MAPS AND PLATS, PAGE 39, SAN JOAQUIN COUNTY RECORDS.

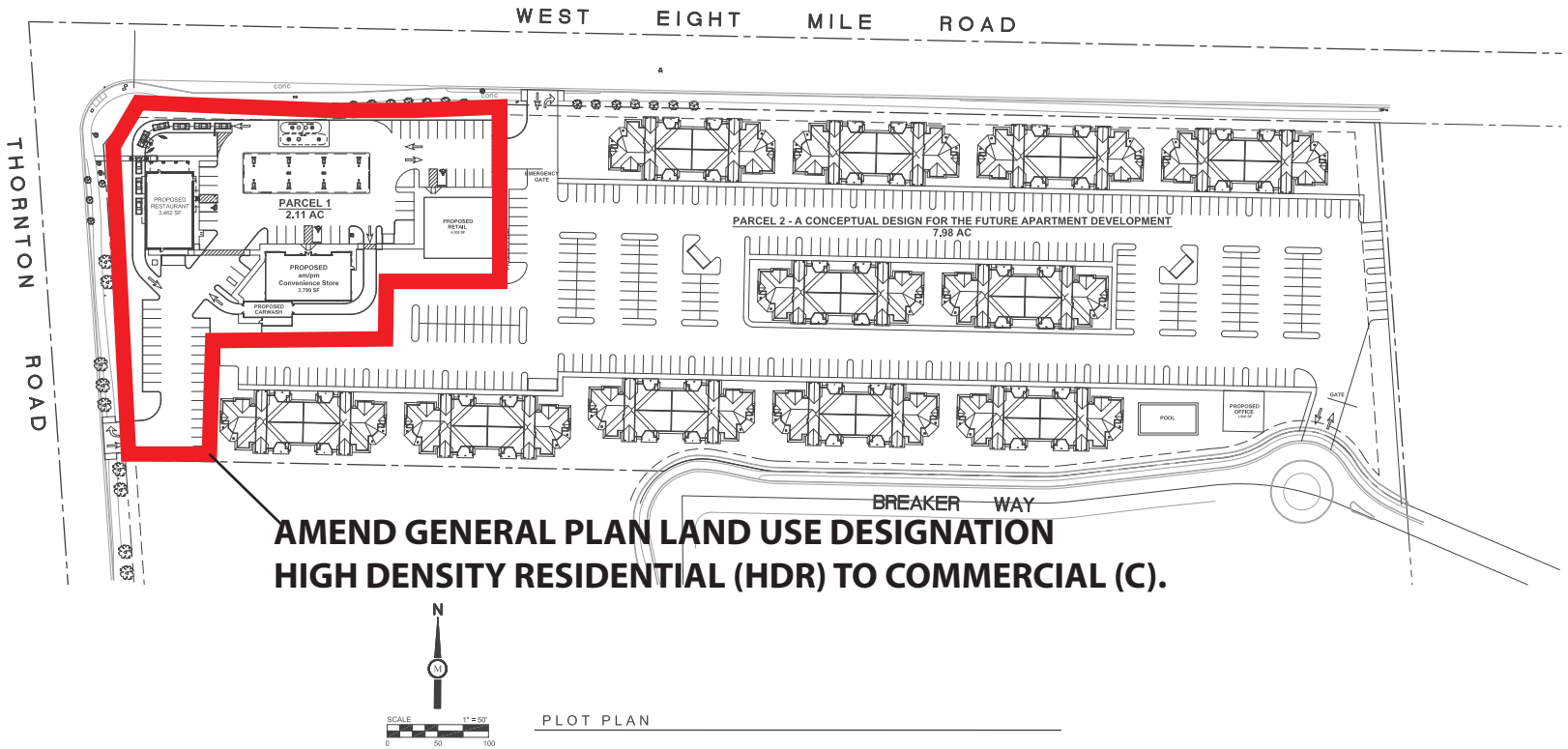
APN: 070-670-01

LOT DATA:

A.P.N.:	070-670-01
TOTAL ACREAGE:	439,520 SF (10.09 AC)
EXISTING PARCELS:	1
PROPOSED PARCELS:	2
EXISTING ZONE:	10.09 AC RH - RESIDENTIAL HIGH DENSITY
PROPOSED ZONE:	PARCEL 1 2.11 AC CG - GENERAL COMMERCIAL PARCEL 2 7.98 AC RH - RESIDENTIAL HIGH DENSITY
EXISTING USE:	UNDEVELOPED



VICINITY MAP
NOT TO SCALE



PLOT PLAN

Milestone Associates
1000 LINCOLN ROAD, STE. #200, YUBA CITY, CA 95991
TEL (530) 755-4700 FAX (530) 755-4667

SEAL

ISSUES / REVISIONS

COUNT	PROJECT PLAN
DATE	DESCRIPTION

DRAWN BY:
CHK'D BY:

ARCO/QSR/CARWASH
PS FUELS, LLC
2910 EIGHT MILE ROAD
STOCKTON, CALIFORNIA 95209

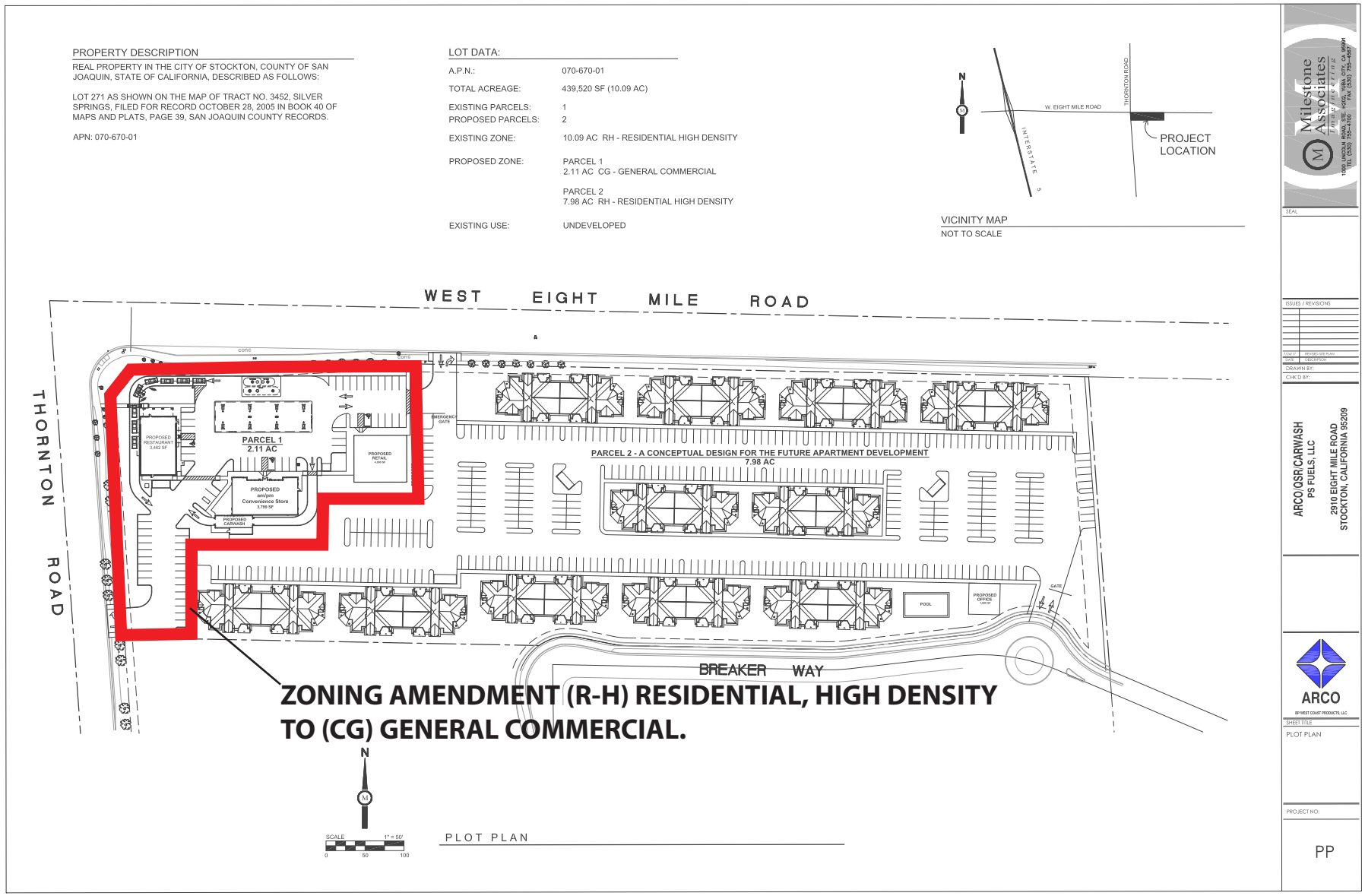
ARCO
BP WEST COAST PRODUCTS, LLC

SHEET TITLE
PLOT PLAN

PROJECT NO:
PP

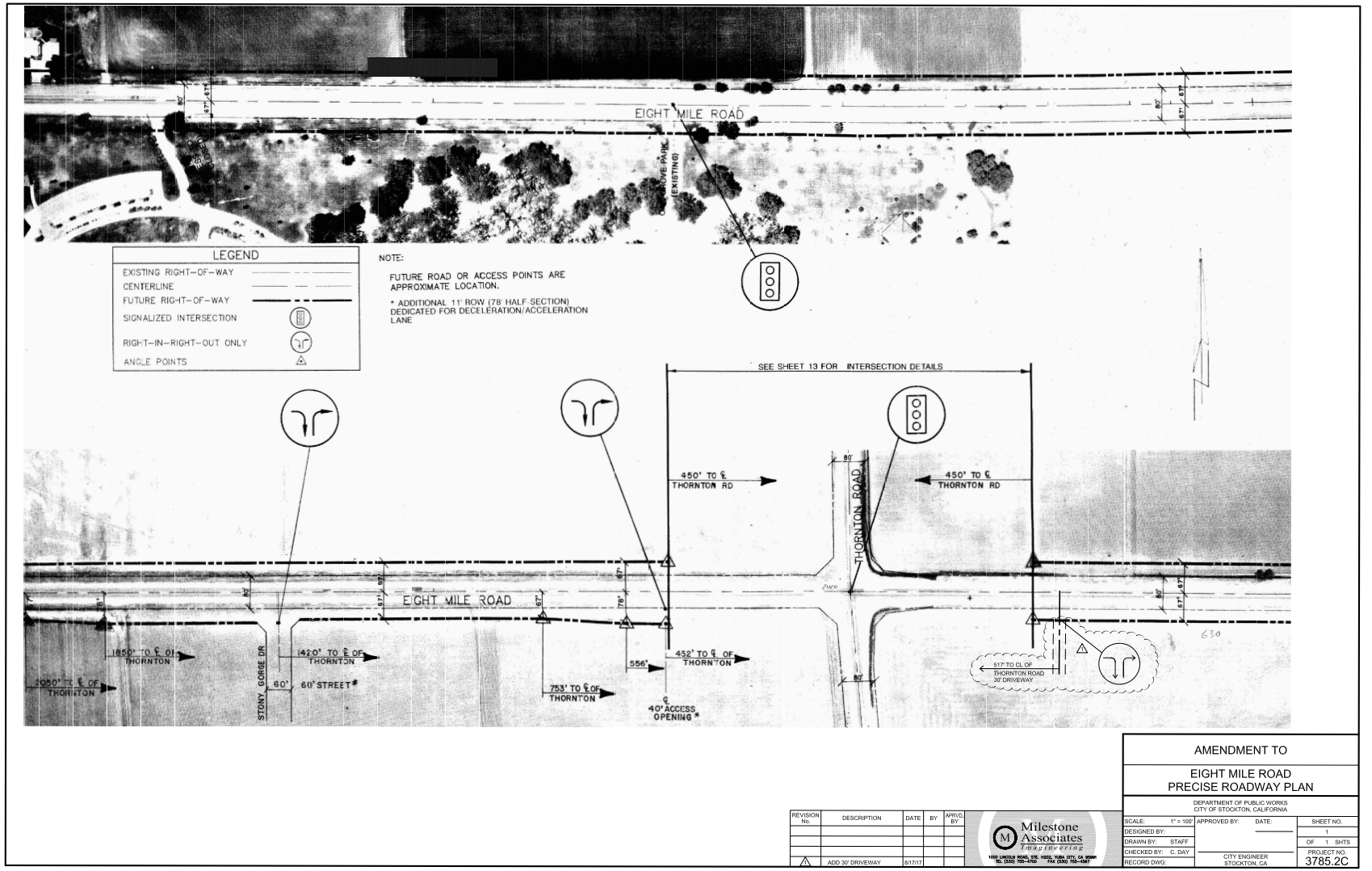
SOURCE: Milestone Associates

Figure 2-3
GENERAL PLAN AMENDMENT



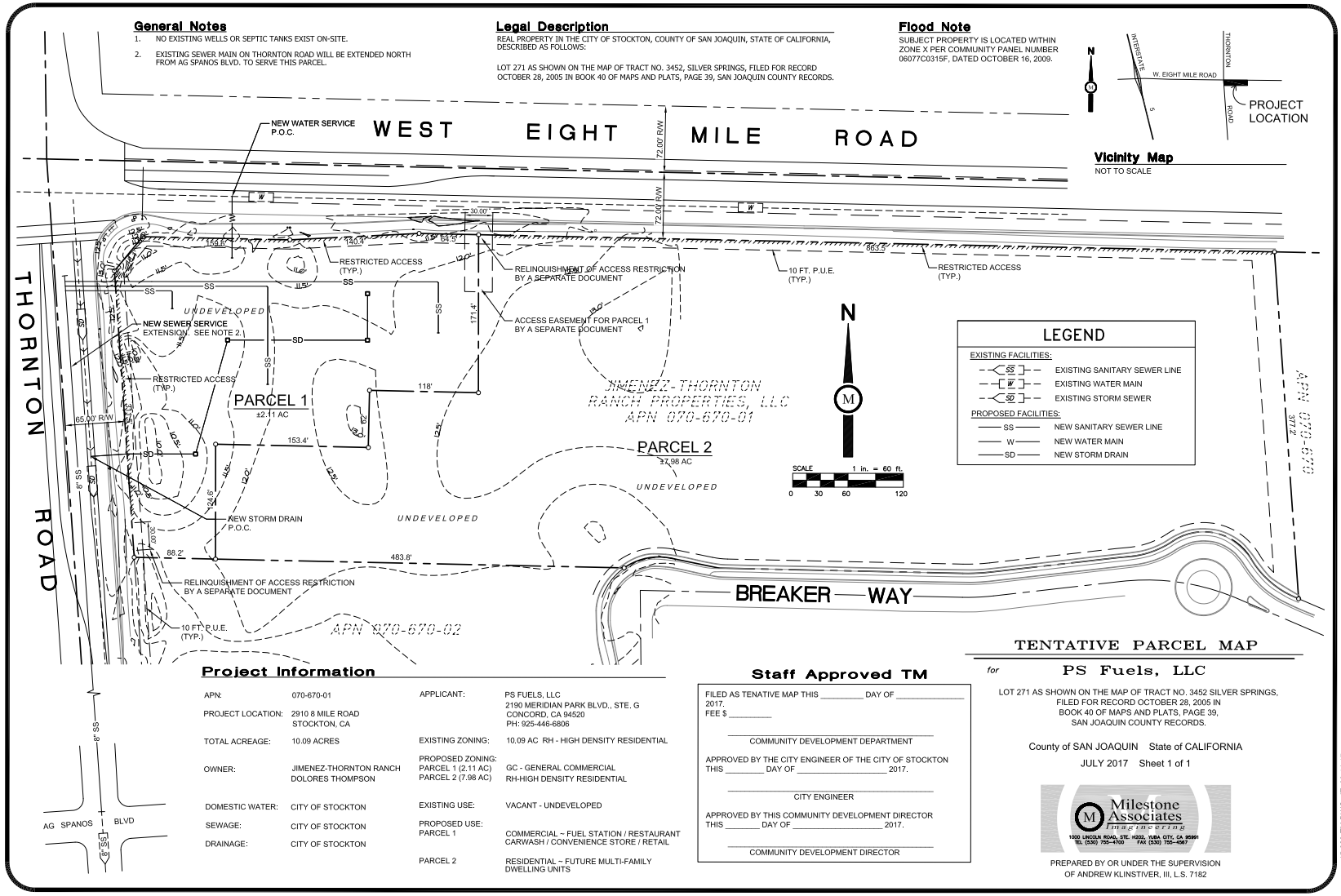
SOURCE: Milestone Associates

Figure 2-4
ZONING AMENDMENT



SOURCE: Milestone Associates

Figure 2-5
EIGHT MILE PRECISE ROAD PLAN AMENDMENT



SOURCE: Milestone Associates

Figure 2-6
TENTATIVE PARCEL MAP

3.0 ENVIRONMENTAL CHECKLIST FORM

CITY OF STOCKTON
ENVIRONMENTAL INFORMATION AND INITIAL STUDY FORM
(Pursuant to Cal. Code of Regulations, Title 14, Sections 15063-15065)

INITIAL STUDY FILE NO: P 16-0667

EIR FILE NO: N/A

INITIAL STUDY FILING DATE: December 6, 2016

LEAD AGENCY
City of Stockton
Community Development Dept.
Planning Division
345 North El Dorado Street
Stockton, CA 95202
(209) 937-8266

Note: *The purpose of this document is to describe the project, its environmental setting, any potentially significant adverse environmental impacts which may be caused by the project or which may affect the project site and/or surrounding area, and any mitigation measures which will be incorporated into the project. Please complete all applicable portions of Section A (General Information/Project Description) and as much of Section B (Project Site Characteristics) as possible. If a question is not applicable, then, respond with "N/A". After completing Sections A and B, please sign the certification following Section B and attach any supplemental documentation and exhibits as deemed necessary. The completed form and applicable fees should be filed at the above-noted Lead Agency address.* **PLEASE TYPE OR PRINT IN DARK INK.**

A. GENERAL INFORMATION/PROJECT DESCRIPTION

1.	**Project Title:**	Thornton Road/Eight Mile Road ARCO
2.	**Property Owner(s):**	Jimenez-Thornton Ranch
	Contact Person:	Dolores Thompson
	Address:	P.O. Box 965 Lodi, CA 95241
	Phone:	N/A
3.	**Applicant/Proponent:**	PS Fuels, LLC
	Contact Person:	Surina Mann, CEO
	Address:	2190 Meridian Park Blvd., Suite G Concord, CA 94520
	Phone:	(925) 446-6806
4.	**Consulting Firm:**	Milestone Associates Imagineering, Inc.
	Contact Person:	Julio Tinajero
	Address:	1000 Lincoln Road, Suite H202 Yuba City, CA 95991
	Phone:	(530) 755-4567

Consulting Firm:	BaseCamp Environmental, Inc.
Contact Person:	Charlie Simpson, Principal
Address:	115 S. School Street, Suite 14 Lodi, CA 95240
Phone:	(209) 224-8213

5. Project Site Location:

a. Address (if applicable) or Geographic Location:

The project site is located at 2910 Eight Mile Road, at the southeast corner of the intersection of Thornton Road and Eight Mile Road in northern Stockton. The site is located on the USGS Lodi South, California, 7.5-minute quadrangle map as within Section 5, Township 2 North, Range 6 East, MDBM.

b. Assessor's Parcel Number(s): 070-670-01.

c. Legal Description [*Attach metes and bounds (bearings and dimensions) description and corresponding map(s) or list existing lots of record from recorded deed*]:

Submitted with applications.

6. General Project Description (*Describe the whole action, including later phases of the project and any secondary, support, or offsite features necessary for its implementation. Attach additional sheets if necessary.*):

The project description is provided in Chapter 2.0 of this document.

7. Applications Currently Under City Review:

	File Number(s):
General Plan Amendment to amend a 2.11-acre site from High Density Residential to Commercial	P16-0667
Rezoning from RH to CG	P16-0667
Tentative Parcel Map to subdivide a 10.09-acre parcel into two parcels	P16-0667
Precise Road Plan Amendment to a previously approved Eight Mile Specific Plan to create a right-in/right-out driveway on Eight Mile Road	P16-0667
Use Permit for a convenience store with the off-sale of beer and wine and gasoline sales	P16-0667
Design Review	P16-0667
Relinquishment of access restrictions on Eight Mile Road and Thornton Road	COC16-2225

8. Other Permits/Reviews Required by the City, County, State, Federal or Other Agencies for Project Implementation:

Agency:	Permits/Reviews:
Stockton City Council	General Plan Amendment, Rezoning, Precise Road Plan Amendment, and Relinquishment of Access Restrictions on Eight Mile Road and Thornton Road
Stockton Planning Commission	Recommendation to City Council on General Plan Amendment, Rezoning, and Precise Road Plan Amendment. Use Permit and Tentative Parcel Map upon appeal, and relinquishment of access restrictions.
Stockton Community Development Director (CDD)	Design Review and Future Building Permits
Architectural Review Committee	Recommendation to CDD on design review
Development Review Committee	Recommendation to CDD on Tentative Parcel Map
San Joaquin Valley Air Pollution Control District	Fuel tanks and pumps permits

9. Describe Proposed General Plan (GP) Amendments and/or Prezoning/Rezoning (Zoning) Requests, If Applicable:

The proposed project requests a General Plan amendment to change the designation on a portion of the project site from High Density Residential to Commercial. It also requests a rezoning from RH- Residential, High Density to CG- General Commercial.

10. Describe Any Site Alterations Which Result from the Proposed Project (*Address the amount and location of grading, cuts and fills, vegetation/tree removal, alterations to drainage, removal of existing structures, etc.*):

The project site would require the removal of all on-site vegetation and grading. Existing on-site vegetation consists of non-native grasses and forbs. Grading would include proposed access ways, utility trenching, building pad grading, excavation for tanks, and other physical disturbance.

11. Specific Project Description/Operational Characteristics:

a. Describe Proposed Commercial, Industrial, Institutional, and Recreational Uses (*all non-residential uses*):

The project proposes 2.11 acres of commercial development that would include a fueling station serving passenger vehicles and light-duty trucks, a convenience store, a fast-food restaurant, and a retail building (see Figure 2-1).

b. Describe Proposed Residential Land Uses [check (√) or specify applicable types]:

(1) Residential Land Use Summary:

The remaining 7.98 acres of the site would remain available for high-density residential development. This portion of the project site is designated in the Stockton General Plan

and zoned for high-density residential development. The project applicant has not submitted a site plan for development of this acreage at this time. Conceptual site plans have been prepared for this portion of the project site. For the purposes of this environmental study, it is assumed that a residential complex consisting of three-story structures totaling 234 units would eventually be constructed in this remaining vacant portion of the site.

(2) Describe Project Phasing: To be submitted by another developer.

(3) Population Projection for the Future Project: 749 for residential
Projected Population Density (Person/Unit): 3.20 for residential

(4) Student Generation Projected for Future Project: 14 for residential
Projected Student Density (K-12 Student/Unit): Less than 1 for residential

(5) Estimated Total Number of Vehicle Trip Ends (TE) Per Day Generated by Proposed Project: No residential trip generation in traffic study; 1,903 for commercial

(6) Estimated Maximum Number of TE/Day, Based on Proposed General Plan Designations: 1,480 for residential; 1,600 for commercial

12. Will the project generate any substantial short-term and/or long-term air quality impacts, including regional/cumulative contributions? Yes. **If so, estimate the type and amount of emissions below (e.g., tons per year of PM10, ROG, NOx, and CO):** Air quality impacts of the project are addressed in Section C(3), Air Quality.

a.	**Construction Emissions:**	See Section C(3), Air Quality
b.	**Stationary Source Emissions:**	See Section C(3), Air Quality and Appendix A
c.	**Mobile Source Emissions:**	See Section C(3), Air Quality and Appendix A

B. PROJECT SITE CHARACTERISTICS (Completed by Applicant and/or Lead Agency, as applicable)

1. Total Site Acreage (Ac.) (or) Square Footage (S.F.): 10.09 Ac.

2.

Ex. General Plan Designations	Acres (net)	Ex. Zoning (City or County)	Acres
High Density Residential	10.09	RH - Residential, High Density	10.09

3. Identify and describe any specific plans, redevelopment areas, and/or other overlay districts/zones which are applicable to the project site: None

4. Identify Existing On-Site Land Uses and Structures: Vacant
Acres or Sq. Ft.: 10.09 acres

5. Prior Land Uses if Vacant: Agriculture

6. Describe Any On-Site and Adjacent Utility/Infrastructure Improvements and Right-Of-Ways/Easements:

Existing electric, cable, water, and storm drainage utility lines are on-site or in adjacent street rights-of-way.

7. Adjacent Land Uses, Zoning and General Plan Designations:

Adjacent Uses	Zoning	General Plan Designations
North: Agriculture	AG-40 (County)	General Agriculture (County)
South: Vacant, residential	RL, CO	Residential, Low Density; Administrative Professional
East: Residential	RL	Residential, Low Density
West: Residential	RL	Residential, Low Density

8. If site contains at least ten (10) acres of undeveloped and/or cultivated agricultural land, complete the following: N/A

a. Is the land classified as "Prime Farmland" and/or "Farmland Of Statewide Importance" (*as identified on the San Joaquin County "Important Farmland Map"*)? No.

b. Is the site under a Williamson Act Land Conservation contract? No.

c. If the site is under contract, has a "Notice of Non-Renewal" been filed? N/A

9. Describe important on-site and/or adjacent topographical and water features:

On-Site: None. See Section C(9), Hydrology and Water Quality.

Adjacent: None. See Section C(9), Hydrology and Water Quality.

10. Describe any important on-site and/or adjacent vegetation/wildlife habitat:

On-Site: None. See Section C(4), Biological Resources.

Adjacent: None. See Section C(4), Biological Resources.

11. Describe any general and special status wildlife species known to inhabit the site or for which the site provides important habitat:

Common wildlife species; no special-status species. See Section C(4), Biological Resources.

12. Identify and describe any significant cultural resources on or near the site (*attach a "Records Search", "Site Survey", and/or other documentation, if applicable*):

None. See Section C(5), Cultural Resources

13. Identify and describe any on-site or nearby public health and safety hazards or hazardous areas (*attach a "Preliminary Site Assessment" and/or "Remediation Plan", if applicable*):

None. See Section C(8), Hazards and Hazardous Materials.

14. Identify and describe any potentially hazardous geologic/soil conditions:

Soils on the project site are moderately expansive. See Section C(6), Geology and Soils.

15. Is any portion of the site subject to a 100-year flood?

No. See Section C(9), Hydrology and Water Quality.

If so, what flood zone? N/A

16. Identify and describe, below, any existing and/or projected on-site ambient noise levels which exceed adopted noise standards (*plot noise contours on proposed tentative maps or on a site plan for the project, if applicable*):

a. Do on-site ambient noise levels from existing land uses (locally regulated noise sources) located on-site or off-site exceed adopted noise standards? No.

If so, describe: N/A

b. Does or will transportation-related noise exceed 60 dB Ldn at any exterior location or 45 dB Ldn at any interior location? Yes.

If so, describe: Traffic from adjacent roads. See Section C(12), Noise

17. Indicate by checking (√) whether the following public facilities/infrastructure, utilities, and services are presently or will be readily available to the project site and whether the proposed project can be adequately served without substantial improvements or expansion of existing facilities and services. If new or expanded/modified facilities or services are necessary, explain below.

	Yes	No	N/A
a. Water Supply/Treatment Facilities	√		
b. Wastewater Collection/Treatment Facilities	√		
c. Storm Drainage, Flood Control Facilities	√		
d. Solid Waste Collection/Recycling Services	√		
e. Energy/Communication Services	√		
f. Public/Private Roadway And Access Facilities	√		
g. Public/Private Parking Facilities	√		
h. Other Public/Private Transportation Services (public transit, railway, water or air transport, etc.)	√		

i. Fire And Emergency Medical Services	√		
j. Police/Law Enforcement Services	√		
k. Parks And Recreation Services	√		
l. Library Services	√		
m. General Government Services	√		
n. School Facilities	√		

Explanation(s): Water, wastewater collection and storm drainage facilities as well as electrical, gas, phone and cable television service will be extended to the proposed project site from existing lines in the adjoining streets. City police, fire, and other public services are already available to the site. Project would not require school, park, or library services, but these services would be needed for eventual residential development of the site. Project not expected to generate sufficient demand to require extension of public and other non-vehicular transportation facilities and services, although bikeways are planned in the area in the future.

SIGNATURE (Completed by Owner or Legal Agent):

I certify, under penalty of perjury, that the foregoing is true and correct and that I am (check one):

Legal property owner (*owner includes partner, trustee, trustor, or corporate officer*)

√ **Owner's legal agent, authorized project applicant, or consultant (*attach proof of consent to file on owner's behalf*)**

Original signature on file at City of Stockton Community Development Department

Julio Tinajero, Milestone Imagineering. Date

C. ENVIRONMENTAL SIGNIFICANCE CHECKLIST

In completing this Checklist, the Lead Agency shall evaluate each environmental issue based on the preceding Sections A and B of this Initial Study and shall consider any applicable previously-certified or adopted environmental analysis. The decision as to whether a project may have one or more significant effects shall be based on substantial evidence in light of the whole record before the Lead Agency. All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Following each section of this Checklist is a subsection to incorporate environmental documentation and to cite references in support of the responses for that particular environmental issue. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Agency cites (in parentheses) at the end of each section. This subsection provides (a) the factual basis for determining whether the proposal will have a significant effect on the environment; (b) the significance criteria or threshold, if any, used to evaluate each question; and (c) the new or revised mitigation measures and/or previously-adopted measures that are incorporated by reference to avoid or mitigate potentially significant impacts. Mitigation measures from Section D, "Earlier Analyses", may be cross-referenced. In addition, background and support documentation may be appended and/or incorporated by reference, as necessary. This section is required to support a "Mitigated Negative Declaration". If an Environmental Impact Report (EIR) will be prepared, this section shall provide an "EIR Scope of Work" in order to focus on issues to be addressed in the Draft EIR.

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 site is not subject to flooding). A "No Impact" answer should be explained if 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).

Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is "Potentially Significant", "Less-than-Significant with Mitigation Incorporated", or "Less-than-Significant". "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant and mitigation measures to reduce the impact to a less-than-significant level have not been identified or agreed to by the project applicant. If there are one or more "Potentially Significant Impact" entries upon completing the Checklist, an EIR is required.

The "Less-than-Significant with Mitigation Incorporated" category applies when revisions in the project plans or proposals made, or agreed to, by the applicant would avoid or mitigate the effect(s) of the project to a point where, clearly, no significant adverse environmental effect would occur. The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. Upon completing the Checklist, if there is no substantial evidence in light of the whole record before the Lead Agency that the project, as revised, may have a significant effect on the environment, then, a "Mitigated Negative Declaration" shall be prepared.

The Checklist shall incorporate references to common or comprehensive information sources [e.g., the City's General Plan, redevelopment plans, infrastructure master plans, zoning ordinance/development code(s), and related environmental documents, etc.] for potential regional (Citywide) and cumulatively considerable impacts. In addition, any prior site-specific

environmental documents and/or related studies (e.g., traffic studies, geo-technical/soils reports, etc.) should be cited and incorporated by reference, as applicable. Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated. Referenced documents shall be available for public review in the City of Stockton Community Development Department, Planning Division, 345 N. El Dorado St., Stockton, CA.

Supporting Information Sources: A source list should be attached and other sources used and/or individuals contacted should be cited in the discussion. All supporting information for the following checklist is provided in Section F.

1. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			√	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				√
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			√	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		√		

NARRATIVE DISCUSSION

Environmental Setting

The project site is a vacant parcel containing mostly grasses and weeds. It borders the northern Stockton city limits, which currently marks the outer extent of urban development in the area. Agricultural fields are north of the city limits, while the area inside the city limits is a mix of vacant parcels and residential development. No natural landscapes, including tree groves or streams, are found in the project vicinity.

In the distance, views of the Coast Ranges and Mount Diablo to the west and the Sierra Nevada to the east constitute the major scenic vistas, although residential development partially obstructs these views. No State scenic highways have been designated in the vicinity (Caltrans 2015), and no local scenic highways have been designated in the project vicinity. Lighting consists mainly of lights from nearby development and street lighting along Thornton Road and Eight Mile Road.

a) Scenic Vistas.

The project involves the construction of a fueling station and convenience store, which typically consist of a building for the store and a canopy over the fueling pumps. These structures typically are single-level, which would partially obstruct views of the Coast Ranges to the west. The project proposes the construction of a fast-food restaurant, which also typically is a single-level structure of great height and would be lower in height than buildings in the vicinity.

Future residential development, on the other hand, is assumed to consist of three-story structures, which would obstruct scenic vistas presently available from single-family residences south and west of the site. Scenic vistas in the vicinity are already partially obstructed, future residential development is anticipated in the High Density Residential land use designation, and the project would be consistent in impact with other residential development in the area. Project impacts on scenic vistas are considered less than significant.

b) Scenic Resources.

There are no scenic resources on the project site, which is a vacant parcel mostly covered with grasses and weeds, except for landscaping along the Thornton Road and Eight Mile Road frontage. There are no state scenic highways in the area. The project would have no impact on scenic resources.

c) Visual Character and Quality.

The project would be consistent with the substantially urban landscape in the vicinity. As noted in b) above, the project site is a vacant parcel mostly covered with grasses and weeds with some landscaping. The project may improve the aesthetics of the site with new structures, and the existing landscaping along the road frontages is expected to positively contribute to the appearance of the project. Proposed residential will be subject to City Design Review and design standards. Project impacts on visual quality are considered less than significant.

d) Light and Glare.

The project would add lighting to a site that currently has no lighting, but the project is in an urban area, and the site is illuminated by existing lighting along surrounding street lighting from future residential development would be similar to lighting from other residential development in the area. Lighting from the commercial development could potentially disturb residences to the west of the project site, especially if the fueling station is open for 24 hours per day. This lighting could also adversely affect residents in the future residential development adjacent to the fueling station. Future residential development on the project site may also have adverse lighting impacts on residences to the east and south. Mitigation described below would reduce the amount of lighting reaching these residences, thereby reducing impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

AES-1: Site development plans shall include a photometric site plan that describes the type of lighting that will be used and the amount of illumination that would occur on the site and on the property lines of adjacent residential

parcels or parcels zoned for residential uses. The photometric plan shall demonstrate that indirect illumination on the property lines is consistent with the standards set forth in Stockton Municipal Code Section 16.32.070(A). The photometric site plan shall be part of the development application package to be reviewed and approved by the City.

Significance After Mitigation: Less than significant

2. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 non-agricultural use?				√
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				√
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))?				√
d) Result in the loss of forest land or conversion of forest land to non-forest use?				√
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?				√

NARRATIVE DISCUSSION

Environmental Setting

The project site had been used for agriculture in the past, but it is currently a vacant parcel not in agricultural use. In recent years, urban development has occurred in the vicinity, and agricultural operations have generally ceased in the area south of Eight Mile Road. Land north of Eight Mile Road remains in agricultural production. Land to the immediate north of the project site was observed to have been used for tomatoes, while land to the northwest is planted in vineyards.

The Important Farmland Maps, prepared by the California Department of Conservation as part of its Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps categorize farmland, in

decreasing order of soil quality, as "Prime Farmland," "Unique Farmland," and "Farmland of Statewide Importance." Collectively, these categories are referred to as "Farmland" in the CEQA Checklist in Appendix G of the CEQA Guidelines and in this document. There are also designations for grazing land and for urban/built-up areas, among others. According to the 2014 Important Farmland Map of San Joaquin County, the project site is designated as Farmland of Local Importance, which is farmable land that does not meet the definition of Farmland, or land previously designated as one of the Farmland categories that has since become idle.

The Williamson Act is State legislation that seeks to preserve farmland by offering property tax breaks to farmers who sign a contract pledging to keep their land in agricultural use. The project site is not under a Williamson Act contract.

There are no forest lands on the project site or in San Joaquin County. Because of this, forestry resources will not be discussed further in this document.

Environmental Impacts and Mitigation Measures

a) Farmland Conversion.

The project site is designated as Farmland of Local Importance by the Farmland Mapping and Monitoring Program. Since this designation does not meet the CEQA definition of Farmland, the project would not convert Farmland to non-agricultural land. The project would have no impact on Farmland conversion.

b) Agricultural Zoning and Williamson Act.

The project site is not zoned for agricultural use, and it is not under a Williamson Act contract. The project would have no impact related to these issues.

c, d) Forest Land Conversion and Zoning.

There are no forest lands on the project site or in the vicinity. The project would have no impact on forest lands.

e) Indirect Conversion of Farmland and Forest Land.

The project site has been designated for urban development; the site has been annexed, and urban streets and infrastructure have been extended. Urban development has occurred west, south and east of the project site. Existing agricultural land north of the project site currently has no infrastructure that would permit urban development, and the project would not extend such infrastructure to this land. The project would not involve any activity that would indirectly convert farmland to non-agricultural uses. As previously noted, there are no forest lands in the vicinity. The project would have no impact on indirect conversion of farmland or forest land.

3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?			√	
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			√	
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			√	
d) Expose sensitive receptors to substantial pollutant concentrations?			√	
e) Create objectionable odors affecting a substantial number of people?			√	

NARRATIVE DISCUSSION

Environmental Setting

Air Quality Status

The project site is within the San Joaquin Valley Air Basin. The San Joaquin Valley Air Pollution Control District (SJVAPCD), which includes San Joaquin County, has jurisdiction over most air quality matters in the Air Basin. The SJVAPCD is tasked with implementing programs and regulations required by both the federal and California Clean Air Acts. Under their respective Clean Air Acts, both the State of California and the federal government have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California has four additional criteria pollutants under its Clean Air Act. Table 3-1 shows the current attainment status of the Air Basin relative to the federal and State ambient air quality standards for criteria pollutants. Except for ozone and particulate matter, which are discussed below, the Air Basin is in attainment of, or unclassified for, all federal and State ambient air quality standards.

TABLE 3-1
SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS

	Designation/Classification	
Criteria Pollutant	**Federal Primary Standards**	**State Standards**
Ozone - One hour	No Federal Standard	Nonattainment/Severe
Ozone - Eight hour	Nonattainment/Extreme	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide (NO_x)	Attainment/Unclassified	Attainment
Sulfur Dioxide (SO_x)	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: SJVAPCD 2015a.

Air Pollutants of Concern

The San Joaquin Valley Air Basin is designated a non-attainment area for ozone. Ozone is not emitted directly into the air, but is formed when reactive organic gases (ROG) and nitrogen oxides (NO_x) react in the atmosphere in the presence of sunlight. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. The SJVAPCD currently has a 2007 Ozone Plan and a 2013 Plan for the Revoked 1-Hour Ozone Standard for the Air Basin to attain federal ambient air quality standards for ozone.

The Air Basin is also designated a non-attainment area for respirable particulate matter, a mixture of solid and liquid particles suspended in air, including dust, pollen, soot, smoke, and liquid droplets. In San Joaquin County, particulate matter is generated by a mix of rural and urban sources, including agricultural activities, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled; consequently, both the federal and state air quality standards for particulate matter apply to particulates 10 micrometers or less in diameter (PM_{10}) as well as to particulates less than 2.5 micrometers in diameter ($PM_{2.5}$), which are carried deeper into the lungs. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis, and respiratory illnesses in

children. The SJVAPCD currently has a 2007 PM_{10} Maintenance Plan to maintain the Air Basin's attainment status for federal PM_{10} ambient air quality standards, and a 2008 $PM_{2.5}$ Plan for the Air Basin to attain federal $PM_{2.5}$ ambient air quality standards.

Carbon monoxide (CO) is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels and is emitted directly into the air, unlike ozone. The main source of CO in the San Joaquin Valley is on-road motor vehicles (SJVAPCD 2015b). The San Joaquin Valley Air Basin is in attainment/unclassified status for CO; as such, the SJVAPCD has no CO attainment plans. High CO concentrations may occur in areas of limited geographic size, sometimes referred to as "hot spots," which are ordinarily associated with areas of highly congested traffic.

In addition to the criteria pollutants, the California Air Resources Board has also identified other air pollutants as toxic air contaminants (TACs) - pollutants that may cause acute serious, long-term effects, such as cancer, even at low levels. Diesel particulate matter is the most commonly identified TAC, generated mainly as a product of combustion in diesel engines. Other TACs are less common and are typically associated with industrial activities.

Air Quality Rules and Regulations

As previously noted, the SJVAPCD has jurisdiction over most air quality matters in the Air Basin. It implements the federal and California Clean Air Acts, and the applicable attainment and maintenance plans, through local regulations. The SJVAPCD has developed plans to attain State and federal standards for ozone and particulate matter, which include emissions inventories to measure the sources of air pollutants and the use of computer modeling to estimate future levels of pollution and make sure that the Valley will meet air quality goals (SJVAPCD 2015b). A State Implementation Plan for carbon monoxide has been adopted by the California Air Resources Board (ARB) for the entire state. The SJVAPCD regulations that would be applicable to the project are summarized below.

Regulation VIII (Fugitive Dust PM10 Prohibitions)

Rules 8011-8081 are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 4101 (Visible Emissions)

This rule prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

Rule 9510 (Indirect Source Review)

Rule 9510, also known as the Indirect Source Rule (ISR), is intended to reduce or mitigate emissions of NO_x and PM_{10} from new development in the SJVAPCD including construction and operational emissions. This rule requires specific percentage reductions in estimated on-site construction and operation emissions, and/or payment of off-site mitigation fees for required reductions that cannot be met on the project site. Construction emissions of NO_x and PM_{10} exhaust must be reduced by 20% and 45%, respectively. Operational emissions of NO_x and PM_{10} must be reduced by 33.3% and 50%, respectively. The ISR applies to commercial development projects of 2,000 square feet and larger. Based on this criteria, the commercial development would be subject to Rule 9510. The

ISR also applies to residential projects with at least 50 residential units, so proposed residential development also would be subject to this rule.

In addition, the SJVAPCD regulates the construction and improvement of facilities with potential air toxic emissions, including fueling stations. Toxic substances in gasoline include benzene, toluene and naphthalene, among others. SJVAPCD rules applicable to fueling stations include:

Rule 2201 (New and Modified Stationary Source Review Rule)

New stationary sources and modifications of existing stationary sources that may emit criteria pollutants must obtain an Authority to Construct and Permit to Operate the proposed facility. Emissions that exceed impact thresholds must include emission controls and may require additional mitigation.

Rule 4621 (Gasoline Transfer into Stationary Storage Containers, Delivery Vessels and Bulk Plants)

Rule 4621 prohibits the transfer of gasoline from a delivery vessel into a stationary storage container unless the container is equipped with an ARB-certified permanent submerged fill pipe and ARB certified pressure-vacuum relief valve, and utilizes an ARB-certified Phase I vapor recovery system.

Rule 4622 (Transfer of Gasoline into Vehicle Fuel Tanks)

Rule 4622 prohibits the transfer of gasoline from a stationary storage container into a motor vehicle fuel tank with a capacity greater than 5 gallons, unless the gasoline dispensing unit used to transfer the gasoline is equipped with and has in operation an ARB-certified Phase II vapor recovery system.

Fueling station applications are reviewed under Rule 2201 for compliance with SJVAPCD rules. SJVAPCD review of these applications includes consideration of proposed vapor recovery equipment and whether the controlled volatile organic compound emissions require offsets or trigger public notice requirements.

Environmental Impacts and Mitigation Measures

In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). GAMAQI defines an analysis methodology, thresholds of significance, and mitigation measures for the assessment of air quality impacts for projects within SJVAPCD's jurisdiction. Table 3-2 shows the CEQA thresholds for significance for pollutant emissions within the SJVAPCD. The significance thresholds apply to emissions from both project construction and project operations.

Construction of the project would involve the use of heavy equipment powered by diesel or other internal combustion engines. The California Emissions Estimator Model (CalEEMod) was used to estimate total project construction emissions from the commercial development and the assumed residential development. The CalEEMod results are shown in Appendix A of this document and in Table 3-2, along with the CEQA thresholds of significance set forth in the GAMAQI. "Mitigated emissions" are those that occur with implementation of SJVAPCD Regulation VIII, which is designed to reduce fugitive dust emissions during construction activities. As indicated in Table 3-2, construction emissions for both proposed commercial and future residential development would not exceed SJVAPCD thresholds; in fact, total construction emissions for each pollutant would not exceed these thresholds.

TABLE 3-2
ESTIMATED PROJECT CONSTRUCTION AIR POLLUTANT EMISSIONS

Pollutant	SJVAPCD Significance Threshold[1]	Unmitigated Emissions[2]		Mitigated Emissions[2]	
		Commercial	Future Residential	Commercial	Future Residential
ROG	10	0.09	1.15	0.09	1.15
NO_x	10	0.63	3.35	0.63	3.35
CO	100	0.45	2.96	0.45	2.96
SOx	27	<0.01	<0.01	<0.01	<0.01
PM_{10}	15	0.04	0.48	0.04	0.41
$PM_{2.5}$	15	0.04	0.28	0.04	0.24

[1] Tons per year.
[2] Maximum emissions in a calendar year.
Sources: California Emissions Estimator Model v. 2016.3.1; SJVAPCD, 2015

TABLE 3-3
ESTIMATED AIR POLLUTANT EMISSIONS FROM PROJECT OPERATIONS

Pollutant	SJVAPCD Significance Threshold	Unmitigated Emissions		Mitigated Emissions	
		Commercial	Future Residential	Commercial	Future Residential
ROG	10	1.39	1.80	1.37	1.74
NO_x	10	7.42	4.26	7.21	3.69
CO	100	9.45	9.81	8.96	8.50
SO_x	27	0.02	0.03	0.02	0.02
PM_{10}	15	1.32	1.98	1.16	1.52
$PM_{2.5}$	15	0.37	0.75	0.33	0.62

Note: All figures are in tons per year.
Bold indicates emissions that exceed SJVAPCD threshold.
Sources: California Emissions Estimator Model v. 2016.3.1; SJVAPCD, 2015

Emissions from project operations would primarily be from vehicle trips to and from the project site. Total annual emissions estimated at completion and occupancy of the commercial development and the future residential development, assumed to occur in 2020, are shown in Table 3-3, along with the CEQA thresholds of significance set forth in the GAMAQI. "Mitigated emissions" are the result of mitigation measures applied to reduce emissions of greenhouse gases (GHGs) associated with the project. Section C(7), Greenhouse Gas Emissions, discusses these mitigation measures.

a) Air Quality Plan Consistency.

SJVAPCD has attainment plans for ozone and particulate matter, while the State has an attainment plan for carbon monoxide. As indicated in Table 3-2, project construction and operational emissions would not exceed SJVAPCD significance thresholds for any criteria pollutant.

As noted above, the commercial development would be subject to the ISR, which requires a reduction in NO_x emissions of 33%, either direct or in lieu. When the ISR reduction is applied to the estimated NO_x operational emissions of the commercial development, unmitigated and

mitigated NO_x emissions would be 4.97 and 4.83 tons per year, respectively. These emission totals would be below the SJVAPCD NO_x threshold.

NOx emissions from future residential development would be below SJVAPCD thresholds. Since the actual character of this development is unknown at this time, the emissions data presented in the analysis are for informational purposes only. It should be noted that the residential development analyzed in this IS/MND would also be subject to the ISR, with its required NO_x emission reductions.

Since NO_x emissions are expected to be below SJVAPCD thresholds, and no other pollutants would exceed their standards, the project would be consistent with adopted ozone reduction plans. Project impacts related to air quality plans are considered less than significant.

b) Violation of Air Quality Standards.

As indicated in Table 3-2, project construction and operational emissions would not exceed SJVAPCD significance thresholds for all criteria pollutants. As noted in a) above, application of the ISR would further reduce NO_x emissions from commercial operations. SJVAPCD rules and regulations would further limit construction and operational emissions, especially particulate matter and NO_x. Compliance with these rules and regulations would ensure that the project would not violate air quality standards. Project impacts are considered less than significant.

c) Cumulative Emissions.

As indicated in Table 3-2 and in a) above, project operations would not generate pollutant emissions that would exceed SJVAPCD significance thresholds with application of the ISR. Even with ISR compliance, total emissions from both commercial and future residential would contribute cumulatively to air pollutant emissions in the Stockton area.

The Stockton General Plan 2035 EIR included analysis of the potential impacts of planned urban development in the Planning Area as it relates to ozone precursor emissions, including NO_x. The analysis was based on the Preferred Land Use Alternative, which is the Land Use Diagram in the adopted General Plan. The proposed project is consistent with the Land Use Diagram, except that land use on a portion of the project site will be changed from High Density Residential to Commercial. As indicated in Table 3-2, commercial land use would generate a greater amount of emissions than future residential uses.

The Stockton General Plan 2035 EIR identified ozone precursor impacts, including ROG, as significant and unavoidable. A Statement of Overriding Considerations for this issue was adopted in conjunction with City adoption of the General Plan 2035 and certification of the EIR. This Statement of Overriding Considerations remains operative. The project would not change this conclusion, and it would comply with applicable rules and regulations to reduce air pollutant emissions to the extent feasible. As a result, and pursuant to CEQA Guidelines Section 15152(d), this environmental impact does not require additional consideration under CEQA, and project impacts are considered less than significant.

d) Exposure of Sensitive Receptors to Pollutants.

The project site is in an area of residential development. Residences are considered a land use sensitive to air pollutant emissions. Project construction and operations would be below SJVAPCD significance thresholds for criteria pollutants with application of the ISR.

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to expose receptors to emissions that violate state and/or federal CO standard even if the broader Basin is in attainment for federal and state levels. The GAMAQI indicates that a project would create no violations of the carbon monoxide standards if neither of the following criteria are met (SJVAPCD 2015b):

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or

- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity (See Section C(16), Transportation/Traffic, for an explanation of LOS).

As noted in Section C(16), Transportation/Traffic, a traffic study for the project was conducted, in which potential impacts on six intersections were evaluated. According to the study, all of the intersections, except one, are expected to maintain at least the minimum acceptable LOS of D, as set by the City. The one exception would operate at LOS E, but only under cumulative conditions (i.e., buildout of the City's current General Plan), and the project would not substantially worsen conditions at this intersection per City guidelines (see Section C(19), Mandatory Findings of Significance). The project would have no adverse impact on carbon monoxide emissions.

Fueling station operations would involve the dispensing of gasoline, which can emit vapors that are considered toxic. SJVAPCD Rules 4621 and 4622 would require the installation of vapor recovery systems, which would reduce the potential exposure of people using fuel pumps to potentially toxic emissions. The SJVAPCD may impose other conditions as warranted as part of its review conducted under SJVAPCD Rule 2201. The potential exposure of people to pollutant emissions is considered less than significant.

e) Odors.

Fueling station and fast-food operations may include the emissions of odors associated with the dispensing of fuel and the cooking of food. These odors would be localized and are not expected to spread beyond the fuel dispensing area, particularly since the project would be required to comply with SJVAPCD Rules 4621 and 4622. No substantial odors are expected to be emitted from future residential development. Project impacts related to odors are considered less than significant.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or		√		

17.12)?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				√
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				√
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?		√		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				√
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?		√		

NARRATIVE DISCUSSION

Environmental Setting

Information for this section is taken primarily from a Biological Resources Evaluation prepared by Bole and Associates (2016a). Tasks involved in the preparation of this report included a records search and biological and botanical field surveys. Appendix B contains a copy of the evaluation.

Biological Habitats

The project site is vacant and is located in an area dominated by residential and agricultural land. Historically, the site has been used for agricultural purposes. Ruderal grasslands characterize the majority of the project site, with nonnative grasses, weeds, and forbs but no trees. Cultivated landscaping is found along the northern, western, and southern perimeters of the site.

No streams traverse or are adjacent to the project site. A determination of the presence of Waters of the U.S., including wetlands, was conducted. This involved an examination of botanical resources, soils, and hydrological features. The determination was based on applicable manuals by the U.S. Army Corps of Engineers. It was determined that no federal jurisdictional wetlands or other Waters of the U.S. were on or within a 500-foot buffer of the project site.

Plant and Wildlife Species

Ruderal land cover is dominated by a mixture of non-native annual grasses and weedy species that tend to colonize quickly after land disturbance, such as black mustard, thistle, and wild radish. Wildlife common to ruderal habitats can include species closely associated with urban development, such as the house sparrow, European starling, rock dove, western scrub-jay, black-tailed jackrabbit, raccoon, opossum, striped skunk, and house mouse.

Special-Status Species

Special-status species are plants and animals that are legally protected under the federal Endangered Species Act, the California Endangered Species Act, or other regulations. Special-status wildlife species also includes species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration. Special-status plants include species that are designated rare, threatened, or endangered and candidate species for listing by the U.S. Fish and Wildlife Service (USFWS). They also include plant species considered rare or endangered under the conditions of CEQA Guidelines Section 15380, such as species identified on Lists 1A, 1B and 2 in the Inventory of Rare and Endangered Vascular Plants of California by the California Native Plant Society (CNPS), and species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those included on List 3 in the CNPS Inventory.

The potential for occurrence of special-status species was considered based on field survey results, a review of the California Natural Diversity Database (CNDDB), and CNPS literature. Table 3-4 lists the special-species that could potentially occur on or near the project site, along with the likelihood of their occurrence.

TABLE 3-4
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING
ON OR NEAR THE PROJECT SITE

Common Name (*Scientific Name*)	**Status**	**General Habitat Description**	**Presence of Species and Habitat**	**Rationale**
Invertebrates				
California linderiella (*Linderiella occidentalis*)	State imperiled, State vulnerable	Vernal pools, swales, and ephemeral freshwater habitat.	No species, no habitat	There are no vernal pools within the Project Area.
Vernal pool fairy shrimp (*Branchinecta lynchi*)	Federal threatened	Small, clear-water sandstone depression pools and grassed swale, earth slump, or basalt flow depression pools.	No species, no habitat	There are no vernal pools within the Project Area.
Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*)	Federal threatened	Blue elderberry shrubs usually associated with riparian areas.	No species, no habitat	There are no elderberry shrubs within the Project Area.

TABLE 3-4
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING
ON OR NEAR THE PROJECT SITE

Common Name (*Scientific Name*)	**Status**	**General Habitat Description**	**Presence of Species and Habitat**	**Rationale**
Vernal pool tadpole shrimp (*Lepidurus packardi*)	Federal endangered	Vernal pools, swales, and ephemeral freshwater habitat.	No species, no habitat	There are no vernal pools within the Project Area.
Reptiles and Amphibians				
California red-legged frog (*Rana draytonii*)	Federal threatened, State Species of Special Concern	Ponds in humid forests, woodlands, grasslands, coastal scrub, and streamsides with plant cover. Most common in lowlands or foothills.	No species, no habitat	There is no suitable habitat within the Project Area for this species.
California tiger salamander (*Ambystoma californiense*)	Federal endangered, State threatened	Grasslands and low foothills with pools or ponds necessary for breeding, including vernal pools, stock ponds, etc.	No species, no habitat	There is no suitable habitat within the Project Area for this species.
Giant garter snake (*Thamnophis gigas*)	Federal threatened, State threatened	Perennial wetlands; aquatic habitat for foraging, bankside basking areas with nearby emergent vegetation for cover and thermal regulation.	No species, no habitat	There is no suitable habitat within the Project Area for this species.
Fish				
Central Valley steelhead (*Oncorhynchus mykiss irideus*)	Federal threatened	Sacramento and San Joaquin Rivers and their tributaries	No species, no habitat	There is no suitable habitat within the Project Area for this species.
Delta smelt (*Hypomesus transpacificus*)	Federal threatened, State endangered	Sacramento-San Joaquin Estuary	No species, no habitat	There is no suitable habitat within the Project Area for this species.
Birds				
Western burrowing owl (*Athene cunicularia*)	State Species of Special Concern	Open, dry annual or perennial grasslands, deserts and scrubland characterized by low-growing vegetation.	No species, marginal habitat	There is marginal suitable habitat within the Project Area for this species. None were observed during the habitat survey.
Tri-colored blackbird (*Agelaius tricolor*)	State Species of Special Concern	Marshes and swamps, agricultural irrigation ditches, blackberry brambles and grasslands.	No species, no habitat	There is no suitable habitat within the Project Area for this species.

TABLE 3-4
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING
ON OR NEAR THE PROJECT SITE

Common Name (*Scientific Name*)	**Status**	**General Habitat Description**	**Presence of Species and Habitat**	**Rationale**
Swainson's hawk (*Buteo swainsoni*)	State threatened	Breeding habitat includes shrub steppe areas with scattered trees, large shrubs, and riparian areas. Preferred habitat includes adjacent irrigated agricultural areas with alfalfa and grass hay for foraging. Nests in a variety of trees, but most often small shrubby trees in shrub steppe and desert habitats.	No species, marginal habitat	There is no breeding habitat within the Project Area, but this and adjacent agricultural areas to the north may provide foraging habitat. None observed during the habitat survey.
Mammals				
Riparian brush rabbit (*Sylvilagus bachmani riparius*)	Federal endangered, State endangered	Riparian oak forests with a dens understory of wild roses, grapes, and blackberries	No species, no habitat	There is no suitable habitat within the Project Area. None observed during the habitat survey.

Biological Resource Plans

The project site is within the coverage area of the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP), a habitat conservation plan adopted by San Joaquin County and its incorporated cities and implemented locally by the San Joaquin Council of Governments (SJCOG). The SJMSCP provides a strategy for balancing the need to conserve open space and wildlife habitat values with the need to accommodate the County's growth and development. As part of SJMSCP implementation, a habitat conservation fee is assessed on open space land that is converted to urban uses. Collected fees are used to fund habitat acquisition and improvement programs. If a development project would affect special-status species, the SJMSCP sets forth Incidental Take Minimization Measures (ITMMs) that are required to be implemented to avoid or minimize impacts on the affected special-status species (SJCOG 2000).

Environmental Impacts and Mitigation Measures

a) Effects on Special-Status Species.

The Biological Evaluation assessed the project site for the existence of potential special-status species or their habitat. Several sensitive plant species were recorded in the CNDDB for the Lodi South USGS Quadrangle, within which the project site is located (see Appendix B). The project site lacks habitat and/or microhabitat components required by these sensitive plants. It is highly unlikely that any of the special-status plants identified in the CNDDB would persist on a ruderal

landscape. The field survey conducted by Bole and Associates found no sensitive plant species on the project site.

The wildlife species of concern listed for the Lodi South Quadrangle in the CNDDB include California tiger salamander, California red-legged frog, vernal pool tadpole shrimp, western burrowing owl, Swainson's hawk, and tri-colored blackbird. The Biological Evaluation stated the project site does not provide foraging or nesting habitat for any of these sensitive wildlife species. No other sensitive wildlife species were observed on the study area during the field survey. However, the project site was identified as providing marginal nesting habitat for the western burrowing owl and potential foraging habitat for the Swainson's hawk. It is possible that one or both of these two species could occupy the project site prior to construction activities. Mitigation described below would avoid impacts on these species or their nests if any are found, thereby reducing impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

BIO-1: Prior to construction activities, the beginning of which occurs from March to August, the ODS shall conduct a preconstruction nest survey to determine the presence of any bird species or their nests. The survey shall be conducted by a qualified biologist, who shall make recommendations on the treatment of any located nests that shall be implemented by the ODS, including but not limited to establishment of buffer areas and restrictions on construction equipment operations near the nest.

BIO-2: The applicant shall apply to the San Joaquin Council of Governments (SJCOG) for coverage under the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). The project site will be inspected by the SJMSCP biologist, who will recommend any Incidental Take Minimization Measures (ITMMs) set forth in the SJMSCP should be implemented. The ODS shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified ITMMs.

Significance After Mitigation: Less than significant

b) Riparian and Other Sensitive Habitats.

The project site contains no streams, so it has no riparian habitat. The Biological Evaluation did not identify any sensitive habitats on the project site. The project would have no impact on riparian or other sensitive habitats.

c) Wetlands.

The wetland determination conducted as part of the Biological Evaluation did not identify any wetlands or other Waters of the United States either on or adjacent to the project site. The project would have no impact on wetlands.

d) Fish and Wildlife Movement.

There are no streams either on or adjacent to the project site, so no fish or wildlife movements utilizing such streams would be disturbed. Migratory bird and raptor field surveys conducted by Bole and Associates found no nests both on and in a 500-foot buffer surrounding the project site.

The presence of foraging habitat north of the project site may attract migratory birds to the project site. Implementation of Mitigation Measure BIO-1 would reduce impacts on migratory birds and their nests, if any are found, to a level that would be less than significant.

e) Local Biological Requirements.

There are no applicable City policies or ordinances to this project. A Stockton ordinance establishes permit and mitigation requirements for projects where native oak trees must be removed. There are no native oak trees on the site. The project would have no impact on local biological requirements.

f) Conflict with Habitat Conservation Plans.

The project site is classified as Agricultural Habitat Open Space under the SJMSCP. Because of this classification, the project site would be subject to the SJMSCP program. The project site was found to not contain any special-status species in field surveys, but habitat was identified on and in the vicinity of the site for two species covered by the SJMSCP. Mitigation Measure BIO-2 would require the project to comply with the SJMSCP, to pay any required SJMSCP fees and to implement applicable ITMMs if these species or their nests are found on the site. No other habitat conservation plans apply to the project site.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?		√		
b) Cause a substantial adverse change in the significance of a unique archaeological resource (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?		√		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		√		
d) Disturb any human remains, including those interred outside of formal cemeteries?			√	

NARRATIVE DISCUSSION

Environmental Setting

Information for this section comes primarily from an archaeological survey conducted by Sean Jensen of Genesis Society (2016), which included a records search, consultation with the Native American Heritage Commission (NAHC), and a field survey. Appendix C contains the archaeological survey.

Prehistoric Background

The project site is within territory claimed by the Northern Valley Yokuts. The Yokuts occupied an extensive area, from the Coast Ranges to the Sierra Nevada foothills, and from the American River to the upper San Joaquin River. Yokut villages typically consisted of a scattering of small structures, numbering from four or five to several dozen in larger villages, and were often located on elevated features adjoining streams. These villages were inhabited mainly in the winter; the Yokuts established temporary camps in the hills and higher elevations during food-gathering seasons. Economic life revolved around hunting, fishing, and plant collection, with deer, acorns, and avian and aquatic resources representing primary staples. The Yokuts used local resources to manufacture an array of primary and secondary tools and implements, including a wide variety of wooden, bone, and stone artifacts to collect and process food. Only fragmentary evidence of their material culture remains, due to perishability and to impacts on archaeological sites resulting from later land uses.

Historic-Era Background

Early Spanish expeditions arrived from the Bay Area missions as early as 1804, penetrating the northwestern San Joaquin Valley. By the late 1830s and early 1840s, small permanent European-American settlements had settled in the Central Valley and surrounding foothills. In 1841, Charles Weber arrived in California as part of the Bidwell-Bartleson party and settled in what would become present-day downtown Stockton. Weber, partnering with others, established a colony at this location and received the Rancho del Campo de los Franceses land grant in 1844. During the spring of 1849, the town of Stockton was surveyed and established.

With the discovery of gold in the Sierra Nevada in 1848, demand for commodities from the Valley's eastside mining communities led quickly to the expansion of ranching and agriculture throughout the Central Valley, followed by permanent communities along major transportation corridors, particularly railroads. The Southern Pacific and Central Pacific Railroads and a host of smaller interurban lines began intensive projects in the late 1860s. By the start of the 20th Century, nearly 3,000 miles of railroad lines connected Stockton with points north and south.

A Phase I Environmental Impact Assessment (ESA) was conducted for the project site by Bole and Associates. The ESA included a review of historical information available on the site. A review of historical maps as far back as 1894 indicated the project site was surrounded by undeveloped land. A review of aerial photographs as far back as 1940 indicated no permanent structures on the site (Bole and Associates 2016b).

Paleontological Resources

The vast majority of paleontological specimens from San Joaquin County have been found in rock formations in the foothills of the Diablo Mountain Range, but remains of extinct animals, such as mammoth, can be found virtually anywhere in the County, especially along watercourses

such as the San Joaquin River and its tributaries (San Joaquin County 2009). Geological materials underlying the project site include the recent (Quaternary) sedimentary deposits of the Modesto Formation (Wagner et al. 1981). Numerous vertebrate fossil sites have been associated with the Modesto Formation in the Central Valley, including land mammals, birds, reptiles, and amphibians (California High Speed Rail Authority 2012).

Environmental Impacts and Mitigation Measures

a, b) Historical and Archaeological Resources.

The archaeological survey noted that no evidence of historic-era resources was observed on the project site; likewise, no evidence of prehistoric occupation or utilization was observed. A records search conducted at the Central California Information Center found no documented prehistoric or historic resources on or within 1/8-mile of the project site. The NAHC reported that a search of its Sacred Lands File had negative results.

The project site has been intensively disturbed by past agricultural activities and construction of Eight Mile Road and Thornton Road, so it is unlikely that any intact historical or archaeological resources would be found. Nevertheless, it is conceivable that currently unknown resources could be uncovered during construction activities. Mitigation described below sets forth procedures to be implemented to protect cultural resources should any be uncovered during project construction. Implementation of this mitigation measure would reduce potential impacts on these resources to a level that would be less than significant. Also, refer to Section C(17), Tribal Cultural Resources, for a more detailed description on treatment of tribal archaeological resources.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-1: If any subsurface cultural or paleontological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist or paleontologist, as appropriate, can examine these materials and make a determination of their significance. If the resource is determined to be significant, recommendations shall be made on further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The CDD shall be notified of any find, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the CDD, consistent with the requirements of the CEQA Guidelines.

Significance After Mitigation: Less than significant

c) Paleontological Resources and Unique Geological Features.

The project site is flat and contains no geological features that may be considered unique. The project site is underlain by the Modesto Formation, which has been a source of paleontological finds. Given past disturbance of the project site, it is unlikely that any paleontological resources would be found, but it is conceivable that currently unknown resources may be uncovered during construction activities. Mitigation Measure CULT-1 sets forth procedures to be implemented to

protect paleontological resources should any be uncovered during project construction. Implementation of this mitigation measure would reduce potential impacts on these resources to a level that would be less than significant.

d) Human Burials.

Generally speaking, it is unlikely that any human burials would be found on the project site. Disturbance of any burials, particularly Native American burials, would be a potentially significant impact, so general provisions for the discovery of previously unknown burials are considered appropriate.

The California Public Resources Code, as applied in CEQA Guidelines Section 15064.5(e), describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. All work in the vicinity of the find shall be halted and the County Coroner shall be notified to determine if an investigation of the death is required. If the County Coroner determines that the remains are Native American in origin, then the County Coroner must contact the NAHC within 24 hours. The NAHC shall identify the most likely descendants of the deceased Native American, and the most likely descendants may make recommendations on the disposition of the remains and any associated grave goods with appropriate dignity. If a most likely descendant cannot be identified, the descendant fails to make a recommendation, or the landowner rejects the recommendations of the most likely descendant, then the landowner shall rebury the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.

Compliance with the provisions of CEQA Guidelines Section 15064.5(e) would ensure that impacts on any human remains encountered during project construction would be less than significant. Also, refer to Section C(17), Tribal Cultural Resources, for a more detailed description on treatment of Native American burials.

6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.				√
ii) Strong seismic ground shaking?			√	
iii) Seismic-related ground failure, including liquefaction?			√	

iv) Landslides?				√
b) Result in substantial soil erosion or the loss of topsoil?		√		
c) Be located on strata 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?				√
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?		√		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				√

NARRATIVE DISCUSSION

Environmental Setting

Project Site Soils

The project site lies in the San Joaquin Valley in central California. The San Joaquin Valley is in the southern portion of the Great Valley Geomorphic Province. The Great Valley, also known as the Central Valley, is a topographically flat, northwest-trending, structural trough (or basin) about 50 miles wide and 450 miles long. It is bordered by the Tehachapi Mountains on the south, the Klamath Mountains on the north, the Sierra Nevada on the east, and the Coast Ranges on the west. The San Joaquin Valley, the southern portion of the Great Valley, is filled with thick sedimentary rock sequences that were deposited as much as 130 million years ago. Large alluvial fans have developed on each side of the Valley. The larger and more gently sloping fans are on the east side of the Valley, and overlie metamorphic and igneous basement rocks. These basement rocks are exposed in the Sierra Nevada foothills and consist of metasedimentary, volcanic, and granitic rocks.

The sediments that form the Valley floor were derived largely from erosion of the Sierra Nevada. The smaller and steeper slopes on the west side of the Valley overlie sedimentary rocks more closely related to the Coast Ranges. Most of the soils in the San Joaquin Valley consist of sand, silt, loamy clay alluvium, peat, and other organic sediments. These soils are the result of long-term natural soil deposition and the decomposition of marshland vegetation. The Geologic Map of the Sacramento Quadrangle (Wagner et al. 1981) designates the underlying geology of the project site as the Modesto Formation, consisting of Quaternary sediments.

According to the U.S. Department of Agriculture's Soil Survey of San Joaquin County (SCS 1992, NRCS 2016), the soil on the project site is Rioblancho clay loam. This somewhat poorly drained, nearly level soil is found on basin rims and is moderately deep to hardpan. It was formed in alluvium derived from mixed rock sources. Permeability is moderately slow in this soil, and runoff is slow. The water erosion hazard is slight, and the soil is classified as not subject to wind erosion. The shrink-swell potential of Rioblancho clay loam is low to moderate.

Seismic and Geologic Hazards

The project site is not in an area included in the Alquist-Priolo Earthquake Fault Zones (California Geological Survey 2015). The project site, along with the rest of San Joaquin County, is subject to seismic shaking from fault features east and west of the County, including the Hayward/Rodgers Creek, San Andreas, and Calaveras Faults (San Joaquin County 2009). In the Stockton area, ground shaking equivalent to an intensity of VIII or IX on the Modified Mercalli Scale may occur, which could lead to moderate to significant structural damage (City of Stockton 2007a).

If the sediments which compact during an earthquake are saturated, soils may lose strength and become fluid; water from voids may be forced to the ground surface, where it emerges in the form of mud spouts or sand boils – a process called liquefaction. The Stockton General Plan EIR states that areas believed to have the greatest potential for liquefaction are those areas in which the water table is less than 20 feet below the ground surface and the soils are predominantly clean, relatively uniform sands of loose to medium density (City of Stockton 2006).

Environmental Impacts and Mitigation Measures

a-1) Fault Rupture Hazards.

There are no active or potentially active faults within or near the project site. As noted above, the project site is not within an Alquist-Priolo Earthquake Fault Zone. The project would have no impact related to fault rupture.

a-2, 3) Seismic Hazards.

The project site, along with the rest of the City, is subject to seismic shaking from fault features east and west of the City. Individual improvements would incorporate engineering design features that would be in accordance with the California Building Code, which contains design criteria that would enable structures to withstand projected seismic shaking.

As previously noted, areas in which the water table is less than 20 feet below the ground surface and with predominantly clean, relatively uniform sands of loose to medium density are susceptible to liquefaction. The soil on the project site is Rioblancho clay loam, which is not sandy. Also, the depth to the groundwater table at the project site is greater than 20 feet (see Section C(9), Hydrology and Water Quality). A geotechnical report prepared by Kleinfelder for the proposed Silver Springs project, which was in the same location as the project site, indicated the subsurface soils consist predominantly of moderately plastic silty clay, underlain by interbedded strata of loose to dense silty sand and very stiff to hard sandy silt to the maximum depths explored. In addition, the test borings for the project site did not encounter any groundwater or seepage (City of Stockton 2004).

Based on the geotechnical report, the Silver Springs IS/MND concluded that compliance with the adopted Uniform Building Code would minimize seismic hazards to a level that would be less than significant (City of Stockton 2004). Since underlying geological and seismic conditions have not changed on the project site, it is expected that compliance with the adopted California Building Code would minimize seismic impacts to a level that is considered less than significant.

a-4) Landslides.

The project site is in a topographically flat area, so no landslides would occur. The project would have no impact on this issue.

b) Soil Erosion.

The Rioblancho clay loam on the project site is characterized as having a low potential for erosion. Project construction activities would loosen the soil, leaving it exposed to potential water erosion and sediment transport.

Compliance with SJVAPCD Regulation VIII, which is discussed in Section C(3), Air Quality, would reduce potential erosion impacts. In addition, the project would be required to comply with City of Stockton stormwater requirements, which incorporate the provisions of the Construction General Permit, issued by the State Water Resources Control Board (SWRCB). These requirements discussed in more detail in Section 3(c)(9) Hydrology and Water Quality. The Construction General Permit is required for all projects that disturb one acre of land or more. The permit requirements include preparation of a Storm Water Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer to address potential water quality issues. The SWPPP includes implementation of Best Management Practices (BMPs) to avoid or minimize adverse water quality impacts. BMPs fall within the categories of Temporary Soil Stabilization, Temporary Sediment Control, Wind Erosion Control, Tracking Control, Non-Storm Water Management, and Waste Management and Materials Pollution Control. Only BMPs applicable to the project would become part of the SWPPP. The mitigation measure described below would require preparation of the SWPPP, in compliance with the Construction General Permit.

In short, the project has potentially significant impacts related to erosion, but compliance with SJVAPCD Regulation VIII and implementation of the following mitigation measure would minimize the amount of soil erosion that leaves the construction site. Soil erosion impacts would be less than significant with mitigation.

Level of Significance: Potentially Significant

Mitigation Measures

GEO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent with the State Water Resources Control Board (SWRCB) prior to commencement of construction activity, in compliance with the Construction General Permit and City of Stockton stormwater requirements. The SWPPP shall be available on the construction site at all times. The ODS shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The ODS shall submit the SWRCB Waste Discharger's Identification Number to the City prior to approval of development or grading plans.

Significance After Mitigation: Less than significant

c) Geologic Instability.

The soils underlying the sites where the facilities would be constructed have not been identified as inherently unstable or prone to failure. The project is not expected to change existing conditions related to geologic stability. Appropriate engineering design would avoid potential adverse effects. The project would have no impact on the stability of soils.

d) Expansive Soils.

As noted above, the shrink-swell potential of the on the project site has been classified as low to moderate. Expansive soils can lead to damage of buildings and supporting infrastructure if not addressed. The geotechnical report for the Silver Springs project indicated that the moderate shrink-swell characteristics of the near-surface clay and the potential for post-construction heave/uplift of lightly loaded slabs and foundations are primary considerations (City of Stockton 2004). Based on this information, expansive soils are considered a potentially significant impact. It must be noted that the geotechnical report is approximately 12 years old; as such, it may not reflect current geotechnical standards and practices that may be relevant to the project. Implementation of the mitigation measures below would require an update to the geotechnical report, if required by the City, and would identify and implement recommended measures to address expansive soils, thereby reducing impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

GEO-2: If required by the City, the Silver Springs geotechnical report shall be updated to reflect current standards and practices.

GEO-3: Prior to issuance of a grading permit, a comprehensive grading plan shall be submitted to the City Engineer that addresses potential adverse impacts on structures due to expansive soils. The City Engineer shall review and approve the grading plan and building design, and the City Engineer or designated representative shall verify the implementation in the field.

Significance After Mitigation: Less than significant

e) Adequacy of Soils for Sewage Disposal.

The project would not use, and does not propose to install, any septic systems. The project would have no impact related to soil adequacy for sewage disposal.

7. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		√		

NARRATIVE DISCUSSION

Environmental Setting

GHG Background

Greenhouse gases (GHGs) are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. GHGs are both naturally occurring and are emitted by human activity. GHGs include carbon dioxide (CO_2), the most abundant GHG, as well as methane, nitrous oxide and other gases. GHG emissions in California in 2014 were estimated at 441.5 million metric tons carbon dioxide equivalent (CO_2e) – a decrease of 9.4% from the peak level in 2004. Major GHG sources in California include transportation (36%), industrial (21%), electric power (20%), commercial and residential (9%), and agriculture (8%) (ARB 2016). In Stockton, the two main sources of GHG emissions were on-road transportation and building energy (City of Stockton 2014).

Increased atmospheric concentrations of GHGs are considered a primary contributor to global climate change, which is a subject of concern for the State of California. Potential impacts of global climate change in California include reduced Sierra Nevada snowpack, increased wildfire hazards, greater number of hot days with associated decreases in air quality, and potential decreases in agricultural production (Climate Action Team 2010).

Unlike the criteria air pollutants described in Section C(3), Air Quality, GHGs have no "attainment" standards established by the federal or State government. In fact, GHGs are not generally thought of as traditional air pollutants because their impacts are global in nature, while air pollutants mainly affect the region in which they are emitted (SJVAPCD 2015b). Nevertheless, the U.S. Environmental Protection Agency (EPA) has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act, due to their impacts associated with climate change (EPA 2009).

GHG Emission Reduction Plans

The State of California has implemented GHG emission reduction strategies through AB 32, the Global Warming Solutions Act of 2006, which requires total statewide GHG emissions to reach 1990 levels by 2010, or an approximately 29% reduction from 2004 levels. In compliance with AB 32, the State adopted the Climate Change Scoping Plan in 2008, and updated the plan in 2014 (ARB 2008, 2014). In 2016, Senate Bill (SB) 32 became law. SB 32 sets a GHG emission reduction target for California of 40% below 1990 levels by 2030. The State is currently in the process of preparing a plan for achieving the SB 32 target. The SJVAPCD adopted a Climate Change Action Plan (CCAP) in 2008, and issued guidance for development project compliance with the plan in 2009.

City of Stockton Plans and Policies

The City of Stockton adopted a Climate Action Plan (CAP) in 2014, in compliance with a legal settlement related to its General Plan 2035 and associated EIR. The CAP "outlines a framework to feasibly reduce community GHG emissions in a manner that is supportive of AB 32 and is consistent with the Settlement Agreement and 2035 General Plan policy" (City of Stockton 2014). The CAP set a GHG emission reduction target of 10% below 2005 GHG emission levels by 2020. To achieve this target, the CAP incorporates a Development Review Process through which development projects document the incorporation of measures that would produce a 29% reduction from 2020 business-as-usual GHG emissions. The majority of the GHG reductions in

Stockton would occur through State regulatory programs and local programs that are producing or will produce GHG emission reductions that would help to reduce total emissions associated with a project by approximately 25% from business-as-usual levels. Development must identify the BMPs that would provide the additional 4% reduction in GHG emissions (City of Stockton 2014).

Environmental Impacts and Mitigation Measures

a, b) Project GHG Emissions and Consistency with GHG Reduction Plans.

The CalEEMod model estimated the total GHG construction and operational emissions associated with the commercial development and the assumed future residential development (see Appendix A). Table 3-5 presents the results of the CalEEMod run.

TABLE 3-5
ESTIMATED GHG EMISSIONS FROM PROJECT

	Unmitigated Emissions		Mitigated Emissions	
GHG Emission Type	**Commercial**	**Future Residential**	**Commercial**	**Future Residential**
Construction[1]	64.61	535.70	64.61	535.70
Operational[2]	2,290.58	2,935.86	2,088.80	2,366.15

[1] Total GHG emissions for construction period in tons carbon dioxide equivalent (CO_2e).
[2] Annual emissions in tons CO2e.
Sources: California Emissions Estimator Model v. 2013.2.2.

"Mitigated emissions" are the result of project compliance with applicable laws, rules and regulations and project conditions that generate GHG emission reductions. These include the following:

- SB X7-7 in 2009 sets an overall goal of reducing per capita urban water use by 20% by December 31, 2020. The California Green Building Code mandates a 20% reduction in indoor water use.
- AB 341 establishes the goal of diverting 75% of California's waste stream from landfills by 2020.
- Project site is approximately one-half mile to nearest bus station.
- Project would develop sidewalk system that connects to other sidewalks in the area.
- For residential project, additional density in residential development in area.

As shown in Table 3-5, mitigated operational emissions from the commercial development would be 8.8% less than under business-as-usual (unmitigated) conditions, which is greater than the 4% GHG reduction requirement of the CAP. It should be noted that the project proposes to include features not reflected in the CalEEMod run that would have the effect of reducing GHG emissions: bicycle racks, low-flow fixtures per City requirements, and proximity to proposed bikeways.

Future residential development would be 19.4% less than under business-as-usual conditions, thereby meeting the 4% GHG reduction requirement of the CAP. Based on this, project impacts related to GHG emissions are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			√	
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?			√	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				√
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?				√
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 for people residing or working in the project area?				√
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				√
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			√	
h) Expose people or structures 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?			

NARRATIVE DISCUSSION

Environmental Setting

This section focuses on hazards associated with hazardous materials, proximity to airports, wildfires, and other potential sources of hazard. Geologic and soil hazards are addressed in Section C(6), Geology and Soils, and potential flooding hazards are addressed in Section C(9), Hydrology and Water Quality. Some information for this section was provided by a Phase I ESA conducted by Bole and Associates. Appendix D contains a copy of the ESA.

Hazardous Materials

Data on hazardous material sites are kept in the GeoTracker database, maintained by the SWRCB, and in the EnviroStor database, maintained by the California Department of Toxic Substances Control (DTSC). Both GeoTracker and EnviroStor provide the names and addresses of hazardous material sites, along with their cleanup status. A search of both databases indicated no record of active hazardous material sites (i.e., sites not cleaned up) on or near the project site (DTSC 2016, SWRCB 2016).

Regulations of hazardous materials at the federal level primarily is under the Resource Conservation and Recovery Act, which creates a framework for the generation, transport, storage, treatment and disposal of hazardous wastes. The U.S. Department of Transportation sets regulations for the transport of hazardous materials, such as gasoline and diesel fuels. Several state agencies regulate the transportation and use of hazardous materials, including the California Environmental Protection Agency (CalEPA) and the Office of Emergency Services. The California Highway Patrol and California Department of Transportation (Caltrans) enforce regulations specifically related to hazardous materials transport. Within CalEPA, the DTSC has primary authority to enforce hazardous materials regulations.

On the local level, the San Joaquin County Environmental Health Department was approved by the State as a Certified Unified Program Agency (CUPA). A CUPA administers the Hazardous Material Business Plan, California Accidental Release Prevention, Aboveground Petroleum Storage Act, Hazardous Waste Generator, Hazardous Waste Onsite Treatment and Underground Storage Tank (UST) programs to minimize potential risks to public health and safety. Two of these programs are applicable to the project:

- A Hazardous Material Business Plan is required for all activities that handle hazardous materials in quantities equal to or greater than 55 gallons of a liquid. The requirements of the plan include an inventory of hazardous materials, an emergency plan addressing the release of hazardous materials, and a training program for employees.

- The purpose of the UST program is to protect public health and the environment from exposure to hazardous materials stored in underground storage tanks. Program activities include inspection, permitting, monitoring, repair, installation, and removal of tanks.

Wildland Fires

Wildland fires are an annual hazard in San Joaquin County. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County's fire hazard. Human

activities are the major causes of wildland fires, while lightning causes the remaining wildland fires. High hazard areas for wildland fires are the grass-covered areas in the east and the southwest foothills of the County (San Joaquin County 2009). The project site is not within these areas.

Environmental Impacts and Mitigation Measures

a, b) Hazardous Material Transport, Use and Potential Release.

The project involves a fueling station, which would require the transport and storage of gasoline and diesel fuels. Both fuels are flammable, and gasoline contains toxic substances such as benzene (see C(3), Air Quality). The fuels would be stored in underground tanks, the installation of which would be subject to the UST program. The project also would be required to submit a Hazardous Material Business Plan that addresses the on-site use and storage of fuels.

The main risk of hazardous material release would be from the transportation of fuels to the project site by tanker trucks. Fuels could be released by trucks involved in an accident or that overturn. As noted above, the transport of hazardous materials is subject to state and federal regulations designed to minimize the risk of release of hazardous materials into the environment. The City and County have emergency response teams that would handle any incident involving hazardous materials. The project would not result in a significant increase in hazards.

Other development on the project site would use small amounts of hazardous materials, if any. These materials are not expected to be in quantities large enough to pose a threat to human health and the environmental if released. Project impacts related to hazardous materials handling are considered less than significant.

c) Hazardous Materials Releases near Schools.

There are no schools within one-quarter mile of the project site. The nearest school is Bear Creek High School, approximately 0.30 miles to the southwest. As noted above, hazardous materials to be stored, sold, or used at the fueling station are subject to regulations on their transport and storage. The project would have no impact on this issue.

d) Hazardous Materials Sites.

The Phase I ESA included a records search of federal, state, and tribal hazardous materials site databases conducted by EDR. The databases included the Cortese list of sites compiled pursuant to Government Code Section 65962.5. The EDR search found no records associated with the project site (Bole and Associates 2016b). Bole and Associates also searched the records of the San Joaquin County Environmental Health Department and found no records for the site. Site observations found no evidence of hazardous material contamination or containers (Bole and Associates 2016b).

As previously noted, a search of the GeoTracker and EnviroStor databases did not identify any active hazardous material sites in the vicinity of the project site. A list of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit did not show any locations at the project site or vicinity (CalEPA 2016a); likewise, a list by SWRCB containing sites under Cease and Desist Orders and Cleanup and Abatement Orders showed no locations (CalEPA 2016b). The project would have no impact related to hazardous material sites.

e, f) Public Airport and Private Airstrip Operations.

There are no public airports in the project vicinity. The nearest public airport is Kingdon Airpark, which is more than two miles to the north. There are no private airstrips in the area. The project would have no impacts related to this issue.

g) Emergency Response and Evacuations.

Project construction work would mostly occur on the project site, with work on adjacent roads limited to connection to utility lines. Such work is not expected to require closure of the roads, so project construction is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area. Project operations would not obstruct any roadways. Project impacts on emergency response or emergency evacuation plans would be less than significant.

h) Wildland Fire Hazards.

The project site is not in a region susceptible to wildfires. The land in the area is agricultural or developed, neither of which has a high wildfire potential. The project would reduce the existing fire hazard on the parcel by replacing the existing grasses and weeds with a paved and developed area. Project impacts related to wildfires would be less than significant.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?		√		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			√	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			√	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			√	

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?			√	
f) Otherwise substantially degrade water quality?		√		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				√
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				√
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a levee or dam?			√	
j) Inundation by seiche, tsunami, or mudflow?				√

NARRATIVE DISCUSSION

Environmental Setting

Surface Waters and Groundwater

There are no streams or other surface waters on or adjacent to the project site. The nearest stream is Pixley Slough, a channelized stream more than one-half mile southeast of the project site.

The project site is within the Eastern San Joaquin County groundwater basin. The groundwater in the project vicinity generally follows the surface topography, gradually sloping from east to west. At the project site, groundwater is very shallow as a result of the low elevation. As noted in Section 3.6, Geology and Soils, groundwater levels at the project site are between 20 and 35 feet below ground surface (San Joaquin County Flood Control and Water Conservation District 2015). Groundwater levels can be influenced by subsurface groundwater flow from areas of higher elevation to the east and by local irrigation practices.

Historically, combined annual groundwater pumping for municipal and agricultural uses has exceeded the safe yield of the basin and has caused a lowering of the ground water level (Leedshill-Herkenhoff, 1985). In more recent years, the groundwater basin underlying the Stockton Metropolitan Area has recovered, is stabilized and is operating within a manageable range.

Groundwater has been an important source of domestic water in the Stockton area, but currently supplies only 25% of the City's water. A significant portion of water consumed in Stockton now comes from surface water supplied by the Stockton East Water District (SEWD) during years of normal or greater rainfall. The surface water supply has been augmented with the completion of the City's Delta Water Supply Project, which draws surface water from the Delta region.

Water Quality

Surface water quality in the Central Valley is managed by the Central Valley Regional Water Quality Control Board (RWQCB) by means of The Water Quality Control Plan for the Sacramento River and San Joaquin River Basins (Basin Plan), revised in June 2015. The beneficial uses of surface waters in the region include municipal and domestic water supply; industrial service and process supply; agricultural irrigation; groundwater recharge; navigation; contact and non-contact recreation; commercial and sport fishing; migration of aquatic organisms; wildlife habitat; and habitat for rare, threatened, and endangered species. The SWRCB determined that the quality of these waters does not fully support all of the beneficial uses assigned to the water bodies in the project vicinity (RWQCB 2015). Water quality impacts are a result of tidal fluctuations; Sacramento River and San Joaquin River inflows; local agricultural, industrial, and municipal diversions and returns; and inadequate channel capacities.

Groundwater used for the City's water supply is generally of good quality, with iron and manganese sequestering and chlorination being the only treatment required. There is concern regarding the deterioration of groundwater quality due to salt water intrusion from connate brines under the Delta into Stockton's western regions. Small annual increases in salinity have been noted during years with low surface water availability.

The SWRCB has the responsibility under the federal Clean Water Act and the National Pollutant Discharge Elimination System (NPDES) program for the control of stormwater quality. Additional stormwater regulation is established in the NPDES area-wide municipal separate storm sewer system (MS4) permit system administered by the SWRCB, which requires affected jurisdictions, including the City of Stockton, to adopt and implement a Storm Water Management Program (SWMP). The City of Stockton has adopted a SWMP, which is intended to minimize the potential stormwater quality impacts of development, including both construction and post-construction activity. The Stockton SWMP consists of a variety of programs, including controls on illicit discharges, public education, controls on City operations, and water quality monitoring (City of Stockton 2009a). The requirements of the SWMP are enforced primarily through the City's Storm Water NPDES permit, issued by the Central Valley RWQCB.

Flood Hazards

According to a Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA), the project site lies within an area classified as Zone X (FEMA 2009). Zone X denotes areas outside the 100-year floodplain, which is the standard flood used in flooding evaluations, but within the 500-year floodplain. According to a dam failure plan prepared by the County Office of Emergency Services, the project site is potentially subject to inundation from failure of Camanche Dam, the south dikes of Camanche Reservoir, Pardee Dam, and Salt Springs Dam (San Joaquin County OES 2003).

SB 5 and associated legislation requires protection for a 200-year flood for urban and urbanized areas in the Central Valley. Under SB 5, development in moderate or special hazard areas within the Central Valley is permitted if the local agency can provide substantial evidence that the development would be subject to less than 3 feet of flooding during a 200-year flood event. Based on information provided by the Department of Water Resources (DWR), the project site would not be subject to a 200-year flood at a depth of 3 feet or greater (City of Stockton 2016a).

a, f) Surface Waters and Water Quality.

The project would not directly affect surface waters in the vicinity. As noted in Section C(6), Geology and Soils, construction activities could loosen soils, which could be transported off site by runoff and could eventually enter surface waters. Project development would likely lead to deposits of fuels, oils, metals, and other substances associated with motor vehicles, particularly at the fueling station. These deposits also could be transported off site by runoff and could eventually enter surface waters. This is considered a potentially significant impact.

As previously discussed, the City of Stockton has adopted a SWMP, which is intended to minimize the potential stormwater quality impacts of development. Program elements most applicable to land development include construction stormwater discharge requirements, industrial discharge requirements and the incorporation of post-construction BMPs in new development.

Post-construction elements of the SWMP are governed by City ordinances that require compliance with the City's adopted Storm Water Quality Control Criteria Plan (SWQCCP), as outlined in the City's Phase 3 Storm Water NPDES permit issued by the RWQCB, Central Valley Region (Order No. R5-2007-0173). The SWQCCP identifies a range of post-construction BMPs that must be incorporated into development plans. BMPs include provisions for water quality control as well as volume reduction (City of Stockton 2009b). Under new NPDES requirements applicable to the City, stormwater discharge volumes associated with new development cannot exceed existing discharges. Volume control can be achieved through a combination of low-impact development and specific volume control measures. The proposed project would be required to conform to the applicable requirements.

Stormwater from areas of new development must be treated using the post-construction BMPs specified in the SWQCCP. These BMPs, which provide water quality treatment and volume control for runoff from building, paving and other site development areas, include vegetated buffer strips and swales, detention basins, vaults and wetlands, and various filtration and infiltration and structures devices, among others. These measures will be specified during the design phase of the project. Developers are required to enter into an agreement for maintenance of the post-construction BMPs.

Project development would have a potentially significant impact on surface water quality. Compliance with the applicable permits, programs and regulations, which are specified in the mitigation measures below, would reduce impacts to a level that would be less than significant. In addition, implementation of Mitigation Measure GEO-1, described in Section C(6), Geology and Soils, would minimize impacts from construction activities, along with compliance with SJVAPCD Regulation VIII.

Level of Significance: Potentially Significant

Mitigation Measures

HYDRO-1: The ODS shall submit a Storm Water Quality Plan for the project that shall include post-construction Best Management Practices (BMPs) as required by Title 13 of the SWQCCP. The Storm Water Quality Plan will be reviewed and approved by the City of Stockton Municipal Utilities Department prior to the Certificate of Occupancy.

HYDRO-2: The ODS shall execute a Maintenance Agreement with the City for stormwater BMPs prior to receiving a Certificate of Occupancy. The ODS must remain the responsible party and provide funding for the operation, maintenance and replacement costs of the proposed treatment devices built for the subject property.

HYDRO-3: The ODS shall comply with any and all requirements of, and pay all associated fees as required by, the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.

Significance After Mitigation: Less than significant

b) Groundwater Supplies.

The project would not draw directly from the underlying groundwater but would be connected to the City's water system. The City's water supply relies in part on groundwater, though it is no longer the primary source of water. Project demand would indirectly affect groundwater supplies, but adequate water supply exists to accommodate this demand (see Section C(17), Utilities and Service Systems).

The project would replace an existing vacant parcel of grasses and weeds with urban development, including pavement. This would substantially reduce the amount of precipitation that would percolate into the ground, thereby reducing groundwater recharge. Given the relatively small acreage of the project site and the existence of agricultural land to the north for recharge, the project is not expected to interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Project impacts on groundwater are considered less than significant.

c, d, e) Drainage Patterns and Runoff.

The project would alter existing storm drainage patterns, due to grading and the installation of pavement and storm drainage facilities. In addition, proposed improvements on the project site would result in the generation of additional runoff due to the introduction of impervious surfaces. On-site drainage will collect all runoff generated on the project site, and deliver it to the City's drainage system in accordance with City standards and specifications. Project impacts on drainage and runoff are considered less than significant.

g, h) Residences and Other Structures in 100-Year Floodplain.

The project proposes the initial construction of a commercial development, which would introduce no residential units. Future development of the project site is assumed to involve high-density residential units, but the project site is not located within an identified 100-year floodplain. The project would not be exposed to 200-year flooding more than three feet in depth. The project would have no impact on this issue.

i) Other Flooding Hazards.

The project site is not in an area that would be flooded by a 200-year flood at a depth of 3 feet or greater. The project site is subject to potential inundation from failure of specific dams and dikes. The probability of failure of these facilities is low at a given time, and these facilities are subject to inspection that would reveal any impending failures. Pixley Slough has levees along its banks, but the project site is unlikely to be subject to inundation from levee failure due to its distance

from Pixley Slough. Project impacts related to dam or levee failure are considered less than significant.

j) Seiche, Tsunami, and Mudflow Hazards.

The project site is in a topographically flat area away from large bodies of water. Because of this, the project would not be subject to seiche, tsunami or mudflow hazards. The project would have no impact related to this issue.

10. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				√
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			√	
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?				√

NARRATIVE DISCUSSION

Environmental Setting

As previously described, the project site is a vacant parcel. The project site is in an area that has been designated by the Stockton General Plan for residential use and has been largely built out in residential uses. The current Stockton General Plan designation for the project site is High Density Residential, and the current City zoning is RH - Residential, High Density. Lands to the west, south, and east have been developed primarily for single-family residences, although a multifamily development is located at the southwest corner of Thornton Road and A.G. Spanos Boulevard. Lands to the north, which are in the jurisdiction of San Joaquin County, are used for agriculture, as described in Section C(2), Agriculture and Forestry Resources.

Environmental Impacts and Mitigation Measures

a) Division of Established Communities.

The project site is surrounded by residential development, and future development would consist in part of residences. The proposed commercial area would provide convenient goods and services for existing residences. The project would not divide existing residential communities in the area. The project would have no impact on this issue.

b) Conflicts with Plans, Policies and Regulations Mitigating Environmental Effects.

The current General Plan designation and zoning on the project site do not allow for the commercial development proposed by the project. The project applicant is requesting a General Plan amendment to change the designation of the portion of the project site on which the proposed fueling station/convenience store, fast-food restaurant, and retail store would be constructed from High Density Residential to Commercial. The project applicant is also requesting a rezoning of this portion of the site to CG - General Commercial. The General Plan designation and zoning currently in place for the project site were not adopted for the purpose of avoiding or mitigating environmental effects, but for regulating land uses. It is not expected that the proposed General Plan amendment and rezoning would have an adverse effect on the local environment. This IS/MND analyzes the potential environmental effects of the project, and it identifies mitigation measures to avoid or minimize any potentially significant environmental effects that are identified with the proposed commercial development. No significant and unavoidable environmental effects have been identified.

The assumed residential development would be consistent with the existing General Plan designation and zoning on the project site. It also would be consistent with, or have no impact on, any plans, policies and regulations that have been adopted to avoid or mitigate environmental effects. Project impacts would be less than significant.

c) Conflict with Habitat Conservation Plans.

As noted in Section C(4), Biological Resources, the project would pay habitat conservation fees and implement ITMMs in accordance with the SJMSCP, as set forth in Mitigation Measure BIO-2. The project would have no other impacts related to this plan, and therefore would have no impact related to this issue.

11. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				√

NARRATIVE DISCUSSION

Environmental Setting

The City of Stockton has not identified any mineral resources on the project site. The California Division of Mines and Geology, now part of the California Geological Survey, has classified portions of the state into Mineral Resource Zones (MRZs). The project site and vicinity is classified as being within MRZ-1, indicating that no significant mineral deposits have been

identified (City of Stockton 2007a). There are no active oil or natural gas fields in the project vicinity (City of Stockton 2007a).

Environmental Impacts and Mitigation Measures

a, b) Availability of Mineral Resources.

There are no identified mineral resources areas on the project site. The project would have no effect on the availability of or access to locally designated or known mineral resources. The project would have no impact on mineral resources.

12. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		√		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				√
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			√	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		√		
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 expose people residing or working in the project area to excessive noise levels?				√
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				√

NARRATIVE DISCUSSION

Environmental Setting

Information for this section is taken primarily from an Environmental Noise Assessment prepared by Bollard Acoustical Consultants. Tasks involved in the preparation of this assessment included taking ambient noise level measurements at the project site. Appendix E contains a copy of the noise assessment.

Noise Background

Noise is often described as unwanted sound, which is any pressure variation in air that the human ear can detect. Since measuring sound by pressure would require a large and awkward range of numbers, the decibel (dB) scale was devised. This scale is typically adjusted for perception of loudness by the standardized A-weighting network, which provides a strong correlation between A-weighted sound levels (expressed as dBA) and community noise.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state, dBA sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} shows very good correlation with community response to noise, and it is the basis for other noise descriptors such as the Day-Night Average Sound Level (L_{dn}). The L_{dn} represents an average sound exposure over a 24-hour period, with noise occurring between 10:00 p.m. and 7:00 a.m. weighted more heavily to account for the greater sensitivity of people to noise during those times.

Existing Noise Conditions

The noise environment at the project site and in the vicinity of the nearest noise-sensitive land uses is defined primarily by traffic noise from the local roadways. Ambient noise levels in the vicinity were calculated based on noise level measurements taken at two locations – one in the residential area to the west, and the other on the project site south of the proposed location of the commercial development. The results of the noise survey indicated that L_{dn} in the project vicinity ranged from 61 to 64 dBA. The L_{eq} ranged from 56 to 58 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) and 52 to 56 dBA during nighttime hours (10:00 p.m. to 7:00 a.m.). The maximum noise levels (L_{max}) ranged from 72 to 78 dBA during daytime hours, and 68 to 74 dBA during nighttime hours (Bollard Acoustical Consultants 2016).

Noise Regulations

Section 16.60.040 of the Stockton Municipal Code establishes acceptable noise level limits for stationary noise sources applicable at the property line of noise-sensitive land uses, such as residences. Table 3-6 shows the City noise standards.

TABLE 3-6
MAXIMUM ALLOWABLE NOISE EXPOSURE FOR STATIONARY NOISE SOURCES

Noise Level Descriptor	**Outdoor Activity Areas**	
	Day (7:00 a.m. to 10:00 p.m.)	**Night (10:00 p.m. to 7:00 a.m.)**
Hourly L_{eq}, dB	55	45
Maximum level (L_{max}), dB	75	65

Source: Stockton Municipal Code Section 16.60.040.

a) Exposure to Noise Exceeding Local Standards.

The background noise level data in the noise assessment indicate that noise levels measured at the nearest noise-sensitive receiver locations are in close agreement with the daytime and nighttime exterior noise level standards for residential uses shown in Table 3-6. As a result, compliance with the City noise standards would ensure that the project would not result in a significant noise level increase in the vicinity.

The proposed commercial development is not a noise-sensitive land use, but it is a stationary noise source. In particular, there are two potentially significant noise sources that would be in the commercial development: the car wash and a vacuum for cleaning the interior of vehicles. Noise levels generated by car wash facilities are primarily due to the drying portion of the operation. Dryer noise levels, in turn, vary relative to the position of the tunnel opening. For example, at a position 45 degrees and 90 degrees off-axis, blower noise levels are typically 5 and 10 dB less, respectively, due to the screening provided by the tunnel building structure (Bollard Acoustical Consultants 2016). The noise assessment determined that maximum car wash noise levels at the nearest residential property lines (the future residential area adjacent to the commercial development), would range from 56 to 73 dB L_{max}. These noise levels would be consistent with the City's daytime noise standards. However, at the eastern and southern property lines of the commercial development, the 73 dB L_{max} noise level would exceed the City standard of 65 dB L_{max} during nighttime hours. This would be a potentially significant impact.

The project noise study states that, according to manufacturer's specification for the vacuum proposed for use, the reference noise level depends on whether the vacuum hose is in the wide-open position or the sealed position. The noise assessment assumed a worst-case scenario in which the vacuum is operated continuous for a full hour, with the hose in the wide-open position for 30 minutes per hour and in the sealed position for the other 30 minutes in the hour. Based on this assumption, the predicted maximum vacuum noise level would range from 46 to 63 dB L_{eq}/L_{max}. At the southeast property line with the proposed residential development, the 63 dB L_{eq} noise level would exceed the City standards for daytime and nighttime. This would be a potentially significant impact.

In summary, operation of the car wash and vacuum would generate noise levels that would exceed City standards at the property lines with future residential development. Mitigation measures described below, which were recommended by the noise consultant, would reduce noise exposure of future residential development to levels that at least meet City standards, thereby reducing impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

NOISE-1: A concrete masonry unit wall eight (8) feet in height shall be constructed along the southern and eastern property lines of the commercial development as shown in Figure 2 of the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016 (in Appendix E of this IS/MND).

NOISE-2: The car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 15 dB

noise reduction. Alternatively, the car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 10 dB noise reduction, and car wash dryers shall be selected that are 5 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016.

NOISE-3: Vacuum usage shall be limited to daytime hours (7:00 a.m. to 7:00 p.m.). Alternatively, a vacuum system shall be procured that is 10 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016.

Significance After Mitigation: Less than significant

b) Exposure to Groundborne Noise.

Groundborne vibration is not a common environmental problem. It is typically associated with transportation facilities, although it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving and operating heavy earth-moving equipment. The project would involve none of these potential noise sources, so it is anticipated that the project would not be exposed to groundborne vibrations nor would it generate substantial vibrations. The project would have no impact related to groundborne vibrations.

c) Permanent Increase in Ambient Noise.

The project would result in a permanent increase in ambient noise levels over existing conditions, as the site is currently vacant. As noted in a) above, the ambient noise levels predicted as a result of the project would be in close agreement with the daytime and nighttime exterior noise level standards for residential uses. Compliance with proposed mitigation measures and City noise standards would ensure that the project would not result in a significant noise level increase in the vicinity. Project impacts on permanent noise levels are considered less than significant.

d) Temporary or Periodic Increase in Ambient Noise.

Project construction would involve temporary increases in ambient noise levels, due to the use of construction equipment and vehicle traffic to and from the construction site. Although project construction noise would cease once construction work is completed, this is considered a potentially significant impact, as the project site is near existing residential development.

Stockton Municipal Code Section 16.60.030(A) prohibits the operation of construction equipment on private property such that the sound creates a noise disturbance across a residential property line during the hours of 10:00 p.m. to 7:00 a.m. This would limit the time noise generated by construction activities would reach residences. In addition, mitigation described below would reduce the volume of construction noise, thereby reducing impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

NOISE-4: All construction equipment used at the project site shall be fitted with mufflers in accordance with manufacturers' specifications. Mufflers shall be installed on the equipment at all times on the construction site.

Significance After Mitigation: Less than significant

e, f) Public Airport and Private Airstrip Noise.

As noted in Section C(8), Hazards and Hazardous Materials, there are no public airports or private airstrips in the project vicinity. The project would have no impact related to noise from airports and airstrips.

13. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?				√
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				√

NARRATIVE DISCUSSION

Environmental Setting

As of January 1, 2016, the population of Stockton was estimated at 315,592. Stockton had an estimated 100,146 housing units as of January 1, 2016. Single-family detached units (typical houses) accounted for approximately 64.9% of total housing units in Stockton, with multifamily units of two or more per building accounting for 26.9% (California Department of Finance 2016).

Environmental Impacts and Mitigation Measures

a) Population Growth Inducement.

The project would construct a commercial development on the northwestern-most 2.00 acres of the site. While the commercial development would provide employment opportunities, these opportunities would be limited and are expected to go mainly to existing residents in the Stockton area. The commercial development would not directly induce population growth; moreover, the

proposed commercial project would reduce the existing residential capacity of the project site by about 20%.

Future development of the project site would involve the addition of as many as 234 residential units. This would directly induce population growth in the project vicinity, as more residents would move into these units. Based on an estimated 3.20 persons per household in Stockton in 2016 (California Department of Finance 2016), the total number of new residents associated with future development would be approximately 749. This development is anticipated by and would be consistent with the Stockton General Plan, which already designates the project site for high-density residential development. Impacts of this residential development on population and growth are considered less than significant.

The project site would be served by existing infrastructure in the vicinity. No substantial extension of infrastructure that could serve other development in the area would occur, and the project would not require the extension of infrastructure into the agricultural lands to the north. The project would not indirectly induce population growth. Overall, project impacts on population growth are considered less than significant.

b, c) Displacement of Housing or People.

The project site is vacant, so the project would not displace any housing units or persons. In fact, the project site would eventually provide substantial additional housing through future residential development. The project would have no impact on this issue.

14. PUBLIC SERVICES

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:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?			√	
b) Police protection?		√		
c) Schools?			√	
d) Parks?			√	
e) Other public facilities?			√	

NARRATIVE DISCUSSION

Environmental Setting

The Stockton Fire Department provides fire protection services for the project site. The Fire Department has 12 stations throughout the greater Stockton metropolitan area. The closest station

to the project site is Station 14, located at 3019 McNabb Street approximately one-quarter mile southwest of the project site. All public fire protection agencies in San Joaquin County operate under a master mutual aid agreement, under which other fire agencies may be called upon to provide assistance should the resources of one agency be exhausted (San Joaquin County 2009).

The Stockton Police Department provides law enforcement services for the project site. The main station is located at 22 East Market Street, approximately 8 miles southeast of the project site. It is the Police Department's policy to respond to all emergency calls within a three- to five-minute time period. The Police Department has no adopted service levels, such as a sworn officer to population ratio.

The project site is within the boundaries of the Lodi Unified School District, which provides school services from kindergarten to 12th grade. As noted in Section C(8), Hazards and Hazardous Materials, Bear Creek High School is approximately 0.30 miles southwest of the project site, and the project site is within the attendance boundaries of this school. The project site is also within the boundaries of John Muir Elementary School, located at 2303 Whistler Way, and Christa McAuliffe Middle School, located at 3880 Iron Canyon Circle.

Park and recreational services are provided by the City of Stockton. The nearest City parks are Baxter Park, a 9-acre neighborhood park located on 10410 Muir Woods Avenue approximately 0.6 miles southeast of the project site, and Corren Park, a 1-acre neighborhood park located on 3525 A.G. Spanos Boulevard approximately 0.75 miles to the southwest. The project site is also served by the Cesar Chavez Main Library on Oak Street in downtown Stockton.

Environmental Impacts and Mitigation Measures

a) Fire Protection.

The project would generate a demand for fire protection services, but it can be served by the Stockton Fire Department without new or expanded fire protection facilities. As noted above, Station 14 is approximately one-quarter mile from the project site, so availability of service and response times would not be issues. While new facilities would not likely be required as a result of the project, future development would be required to pay Public Facility Fees to the City for future construction of Fire Department facilities that may be required elsewhere in The City.

The project is subject to the standard requirements of the City's adopted California Fire Code regarding placement of fire hydrants, adequacy of water supply to the site, and emergency access. It also would be subject to the City's adopted Building and Electrical Codes with their applicable provisions related to fire safety, including the installation of smoke detectors and sprinkler systems. Entryways would be constructed to City standards, which consider emergency vehicle accessibility. Compliance with City codes and standards would ensure that impacts on fire protection services would be less than significant.

b) Police Protection.

The project would generate a demand for police protection services, but it can be served by the Stockton Police Department without new or expanded police protection facilities. While new facilities would not likely be required as a result of the project, future development would be required to pay Public Facility Fees to the City for future construction of Police Department facilities that may be required.

Project construction would, through the location of construction materials and equipment on the unoccupied site, involve new crime opportunities during the construction period. This issue

would be addressed by the mitigation measure below. With implementation of this mitigation measure, impacts on police protection services would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

SERV-1: The ODS shall coordinate with the Stockton Police Department as required to establish adequate security and visibility of the construction site.

Significance After Mitigation: Less than significant

c) Schools.

The commercial development would not generate a population of students who would require school services. Even though this portion of the project would not directly generate a student population, the Lodi Unified School District charges a developer fee of $0.54 per square foot on commercial development for the future construction of school facilities that may be required.

Future residential development would likely contribute a student population that would require school services. Based student generation formulas prepared by the District, future residential development would generate 14 new students. These students, which would most likely be at different grade levels, can be accommodated by existing school facilities in the area.

The Lodi Unified School District charges a developer fee of $3.36 per square foot on residential development for the future construction of school facilities, which is a "Level 1" developer fee. Recently, the State Allocation Board notified the State Legislature that state funds for new school construction are no longer available and that school districts eligible to collect "Level 2" fees may now collect "Level 3" fees. Since the School District charges only Level 1 fees, it is not eligible to impose Level 3 fees. Under the provisions of SB 50, legislation enacted in 1986 that addresses development impacts on school facilities, payment of development fees is considered full and complete mitigation for the purposes of CEQA. Project impacts on school facilities are considered less than significant.

d, e) Parks and Other Public Facilities.

The commercial development would not generate a demand for new or expanded park facilities or services, or for new or expanded public facilities or services such as libraries. Future residential development may generate a demand for services provided by parks and other public facilities. It is expected that the additional demand would not require new or expanded facilities to accommodate the demand. Project impacts on parks or other public facilities are considered less than significant.

15. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
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?			√	

NARRATIVE DISCUSSION

Environmental Setting

Park and recreation facilities are provided by the City of Stockton Parks and Recreation Department. As mentioned in Section C(14), Public Services, the nearest City parks are Baxter Park and Corren Park. Baxter Park is equipped with picnic tables, barbecue facilities, tot lots, a basketball court, and a tennis court. Corren Park has picnic tables, barbecue facilities, and a tot lot.

San Joaquin County manages Oak Grove Regional Park, approximately one-half mile west of the project site adjacent to and south of Eight Mile Road. This 180-acre facility has a nature center, a lake for fishing and paddleboats, and an 18-hole disc golf course, along with nature trails, picnic tables, barbecue grills, and horseshoe pits.

Environmental Impacts and Mitigation Measures

a, b) Recreational Facilities.

The commercial development would not generate a demand for new or expanded recreational facilities or services. Future development of the residential portion of the project site would likely generate additional use of nearby parks and recreational facilities. This increased usage is not expected to be at a level that would cause substantial deterioration of these facilities. New or expanded park facilities would not be required. Project impacts on recreational facilities are considered less than significant.

16. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			√	
b) Conflict with an applicable congestion management program, including but not limited to level of service			√	

standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				√
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		√		
e) Result in inadequate emergency access?				√
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			√	

NARRATIVE DISCUSSION

Environmental Setting

Information for this section is provided primarily by a traffic study prepared for the proposed project by KD Anderson and Associates (2017). Appendix F contains a copy of this traffic study.

Streets and Traffic Volumes

The project site is at the southeastern corner of the intersection of Eight Mile Road and Thornton Road. Eight Mile Road is an east-west roadway that connects Interstate 5 (I-5) and State Route 99. It has four lanes adjacent to the project site and is classified in the Stockton General Plan as an arterial – a street that connects the regional roadway network to the local roadway network and that typically has high traffic volumes and allows high speeds. The average daily traffic (ADT) volume on Eight Mile Road between Thornton Road and Davis Road, the segment adjacent to the project site, is 14,050 (City of Stockton 2016b).

Thornton Road is a north-south roadway that comes down from northern San Joaquin County and eventually intersects with Lower Sacramento Road in northern Stockton. Thornton Road has two southbound lanes and one northbound lane adjacent to the project site. It is also classified in the Stockton General Plan as an arterial. No ADT volume data on the segment adjacent to the project site are available, but the segment with data available that is closest to the project site (Bear Creek to Estate Drive) has an ADT of 19,220 (City of Stockton 2016b).

Other Transportation

Public transit services in Stockton are provided by the San Joaquin Regional Transit District (SJRTD). No SJRTD bus routes run by the project site, but Route 66 runs along Thornton Road north from Delta Sierra Middle School to A.G. Spanos Boulevard, where it turns west. Sidewalks have been constructed along the project site frontage of both Eight Mile Road and Thornton Road. There are no designated bikeways adjacent to the project site, but a Class II bike lane is on Thornton Road south of A.G. Spanos Boulevard.

The Stockton Bicycle Master Plan, adopted in 2007, proposes a Class I bike path along Thornton Road between Eight Mile Road and A.G. Spanos Boulevard. It also proposes a Class III bike route along Eight Mile Road between Interstate 5 and State Route 99 (City of Stockton 2007b). The SJCOG Regional Bicycle Master Plan, adopted in 2012, indicates similar bikeways, except that a Class II bike lane is proposed along Eight Mile Road (SJCOG 2012b).

Transportation Plans and Policies

The Transportation and Circulation Element of the Stockton General Plan sets forth policies and implementation measures related to transportation in the City. Policy TC-2.1 of the Circulation Element states that the City shall maintain a Level of Service (LOS) D or better for all City streets, with some exceptions that do not include the segments of Eight Mile Road or Thornton Road adjacent to the project site. LOS is a measure of traffic flow on roadways and traffic delays at intersections using a scale from A to F, with A representing the best traffic flow or shortest intersection delays and F representing the worst traffic flow or longest intersection delays.

The City of Stockton has issued Transportation Impact Analysis Guidelines for traffic impact studies. The Guidelines affirm D as the minimally acceptable LOS for City streets and intersections. They also state that impacts on road segments with an existing LOS of E or F (i.e., unacceptable LOS) would be considered significant if project traffic would increase traffic volumes by greater than five percent. Impacts at intersections with an unacceptable LOS would be considered significant if project traffic would increase average delay at the intersection by greater than 5 seconds.

It should be noted that the State is working on a new method of evaluating traffic impacts for CEQA purposes, pursuant to SB 743. LOS would no longer be used as the preferred metric to evaluate traffic impacts. Although a new metric has not yet been adopted, indications are that "vehicle miles travel" would become the preferred metric. Currently, the City of Stockton bases its transportation plans and impact analyses on LOS. Because of this, and because a new metric for traffic impact analysis has not yet been adopted by the State, the LOS metric will be used for project impact analysis.

The Eight Mile Road Precise Road Plan is a City plan that specifies land configurations and roadway access along the Eight Mile Road Corridor. It also specifies lane configurations and access on roadways that intersect with Eight Mile Road, including Thornton Road. Implementation of the project would require amendment of the Eight Mile Road Precise Road Plan.

The SJCOG adopted the latest version of its Regional Congestion Management Plan in 2012. The Regional Congestion Management Plan is designed to coordinate land use, air quality and transportation planning to reduce potential congestion from traffic generated by development (SJCOG 2012a). The Plan has designated a roadway and intersection network on which traffic congestion would be monitored and programs to reduce congestion would be targeted. Both Eight Mile Road and Thornton Road are designated as part of this roadway network, and the Eight Mile Road/Thornton Road intersection is one of the designated intersections.

Environmental Impacts and Mitigation Measures

a) Consistency with Applicable Plans, Ordinances and Policies.

The traffic study evaluated potential traffic impacts of the project at buildout on six intersections, plus the driveways to the development site from Eight Mile Road and Thornton Road. The

proposed Eight Mile Road Precise Road Plan amendment would include these two driveways. Traffic impacts were evaluated under Existing Plus Approved Projects (EPAP) conditions, which include projects approved for construction but not yet built. Table 3-7 presents the LOS at the six study intersections and the two driveways without and with the proposed project.

TABLE 3-7
LOS AT INTERSECTIONS UNDER EPAP CONDITIONS

	LOS Without Project		LOS With Project	
Intersection	**AM Peak Hour**	**PM Peak Hour**	**AM Peak Hour**	**PM Peak Hour**
Eight Mile Road/I-5 Southbound Ramps	D	B	D	B
Eight Mile Road/I-5 Northbound Ramps	C	C	C	C
Eight Mile Road/Thornton Road	C	C	D	C
Eight Mile Road/Rivermont Drive	B	B	B	C
Eight Mile Road/Davis Road	D	D	D	D
Thornton Road/A.G. Spanos Boulevard	C	C	C	C
Eight Mile Road/Project Site Driveway	–	–	A	A
Thornton Road/Project Site Driveway	–	–	A	A

EPAP- Existing Plus Approved Projects
Source: KD Anderson and Associates 2017.

As shown in Table 3-7, all study intersections would operate at LOS D or better with the proposed project.

The traffic study also evaluated potential traffic impacts of the project at buildout on five roadway segments under EPAP conditions. Table 3-8 presents the LOS at the five roadway segments without and with the proposed project.

TABLE 3-8
LOS ON ROADWAY SEGMENTS UNDER EPAP CONDITIONS

Roadway Segment	**LOS Without Project**	**LOS With Project**
Eight Mile Road - I-5 to Thornton Road	B	C
Eight Mile Road - Thornton Road to Davis Road	E	E
Thornton Road - Eight Mile Road to Bear Creek	A	A
A.G. Spanos Blvd. - Thornton Road to Ocean Mist Way	A	A
Ocean Mist Way/Breaker Way - A.G. Spanos Blvd. to Lands End	A	A

EPAP- Existing Plus Approved Projects
Source: KD Anderson and Associates 2017.

As shown in Table 3-8, all study roadway segments, with one exception, would operate at LOS D or better with the proposed project. The exception would be Eight Mile Road from Thornton Road to Davis Road, which would operate at LOS E. But the segment would also operate at LOS E even without the development. Under the City of Stockton Transportation Impact Analysis Guidelines, for City roadway segments with a LOS E or F without the project, project impacts are not considered significant if the additional project traffic volume is no greater than 5 percent of traffic volume without the project. The traffic study determined that the project would not increase traffic volume on the Eight Mile Road segment by more than 5 percent; therefore, project traffic impacts would be considered less than significant. Overall, traffic impacts of the project are considered less than significant.

It should be noted that the City of Stockton has adopted Public Facilities Fees for Street Improvement to finance street improvements. Both commercial and residential development would be required to pay this Public Facility Fee. If any off-site intersection and roadway segment improvements are included in the calculations for the Street Improvement Fee, the payment of the current Public Facilities Fee would constitute the developer's proportionate share of participation for improvements. For improvements not included in the Public Facilities Fee calculation (including interim street improvements), the owners, developers and/or successors-in-interest would be responsible for payment of the proportionate share, based on traffic loadings, for these improvements.

Level of Significance: Less than significant

Mitigation Measures: None required

b) Conflict with Congestion Management Program.

As described above, the project would not adversely affect LOS at the Eight Mile Road/Thornton Road intersection, which is part of the roadway and intersection network covered by the Regional Congestion Management Plan. Project impacts are considered less than significant with mitigation.

c) Air Traffic Patterns.

As discussed in Section C(8), Hazards and Hazardous Materials, the project is not located near a public airport. The project would have no impact on air traffic patterns.

d) Traffic Hazards.

Access to the commercial development would be provided off eastbound Eight Mile Road and northbound Thornton Road. The entryways would be right-in/right/out driveways only, and the current configuration at the intersection of the two roads would not allow for left turns. There is currently no median or other barrier along the project site frontage of both roads that would prevent left turns from being made into the project site. Mitigation presented below would eliminate this potential hazard make potential road hazard impacts less than significant.

Only conceptual site plans regarding future residential development have been submitted, and these are not binding on future development. As noted in Chapter 2.0, Project Description, access to the residential development from Eight Mile Road would be for emergency vehicles only, so hazards associated with future residential development on Eight Mile Road are not anticipated. Nevertheless, future site plans would be subject to additional CEQA environmental review if

necessary, including an assessment of potential traffic hazards resulting from this development and mitigation for identified significant impacts.

Level of Significance: Potentially significant

Mitigation Measures:

TRANS-1: The ODS shall install barriers on Eight Mile Road and Thornton Road along the commercial development frontage to prevent vehicles from making left turns to the commercial development. The type of barrier shall be subject to the City's review and approval.

Significance After Mitigation: Less than significant

e) Emergency Access.

Access to the commercial development would be provided off both Eight Mile Road and Thornton Road, thereby providing adequate access for emergency vehicles. As discussed in Section C(14), Public Services, future residential development will comply with City standards regarding emergency access. The project would have no impact on emergency access.

f) Conflict with Non-vehicular Transportation Plans.

The project is not expected to interfere with future plans for the installation of bike routes in the vicinity, as described in the both the Stockton Bicycle Master Plan and the SJCOG Regional Bicycle Master Plan. Bike lanes and bike routes would be installed within the existing right-of-way, and the project would not affect the right-of-way of adjacent roads such that these bikeways could not be installed.

The project site already has sidewalks installed along the Thornton Road and Eight Mile Road frontages. The project would not permanently remove any sidewalks, and any sidewalk that is removed for project construction work would be replaced. Project impacts on non-vehicular transportation plans are considered less than significant.

17. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) 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		√		
b) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

NARRATIVE DISCUSSION

Environmental Setting

In 2015, the California Legislature enacted AB 52, which focuses on consultation with Native American tribes on land use issues potentially affecting the tribes. The intent of this consultation is to avoid or mitigate potential impacts on "tribal cultural resources," which are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe." More specifically, Public Resources Code Section 21074 defines tribal cultural resources as:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are included or determined to be eligible for inclusion in the California Register of Historical Resources, or included in a local register of historical resources; or
- 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 [i.e., eligible for inclusion in the California Register of Historical Resources].

Under AB 52, when a tribe requests consultation with a CEQA lead agency on projects within its traditionally and culturally affiliated geographical area, the lead agency must provide the tribe with notice of a proposed project within 14 days of a project application being deemed complete or when the lead agency decides to undertake the project if it is the agency's own project. The tribe has up to 30 days to respond to the notice and request consultation; if consultation is requested, then the local agency has up to 30 days to initiate consultation. The subject matter of the consultation may include the type of CEQA environmental review required, the significance of tribal cultural resources associated with a project site, and project alternatives or mitigation measures. Consultation shall be considered concluded when the parties agree to mitigate or avoid a significant effect on a tribal cultural resource, or when a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

As previously noted, the project area is located within lands claimed by the Yokuts at the time of initial contact with European Americans. Section C(5), Cultural Resources, discusses the Yokuts in more detail.

Environmental Impacts and Mitigation Measures

a, b) Tribal Cultural Resources.

As discussed in Section C(5), Cultural Resources, no resources specific to local tribes were identified on the project site, but the possibility of undiscovered resources was acknowledged. Mitigation Measure CULT-1 would address resources uncovered during project construction.

In accordance with AB 52, consultation was requested for the project by the Wilton Rancheria, a tribe whose traditionally and culturally affiliated geographical area includes the project site. The City and the Rancheria held a consultation meeting on May 3, 2017. After consultation, the City

and the Wilton Rancheria agreed to mitigation measures that address the concerns of the Rancheria about potential project impacts on tribal cultural resources. These mitigation measures are presented below. Implementation of these measures would reduce potential impacts on tribal cultural resources to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

TCR-1: The ODS shall retain a qualified professional archaeologist and a representative of the Wilton Rancheria to monitor all ground disturbing activities that occur within the project site. The Wilton Rancheria Native American Monitor shall be compensated per Wilton Rancheria's Tribal Inspector/Monitoring Rates 2017 Schedule of Time and Material Rates sheet.

TCR-2: In the event that construction encounters evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted until the qualified archaeologist/Wilton Rancheria Cultural Resources Officer can evaluate the nature and significance of the find. The ODS shall immediately notify the County Coroner, the Stockton Community Development Department, and the Wilton Rancheria Cultural Resources Officer. Appropriate federal and State agencies also shall be notified, in accordance with the provisions in the Archaeological Resources Protection Act (16 USC 469), Native American Graves Protection and Repatriation Act (25 U.S.C. 3001-30013), California Health and Safety Code section 7050.5, and California Public Resources Code section 5097.9 *et al*.

The ODS will be responsible for compliance with the requirements of CEQA as to human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission, stating Wilton Rancheria has been working on the project, and they will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.

TCR-3: In the event that any other cultural resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist/Wilton Rancheria Cultural Resources Officer can examine the materials and make a determination of their significance. If the resource is determined to be significant, the archaeologist shall make recommendations, in consultation with Wilton Rancheria, as to further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. The ODS will be responsible for retaining the archaeologist and Wilton Rancheria Tribal Monitor and implementing the recommendations of the archaeologist, including submittal of a written report to the the Stockton Community Development Department and the Wilton Rancheria documenting the find and its treatment.

TCR-4: Construction foremen and key members of trenching crews shall be instructed to be wary of the possibility of destruction of buried cultural resource

materials. They shall be instructed to recognize signs of historic and prehistoric use and their responsibility to report any such finds, or suspected finds, immediately to the archaeology consultant/Wilton Rancheria Tribal Monitor so damage to such resources may be prevented.

Significance After Mitigation: Less than significant

18. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			√	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		√		
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		√		
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			√	
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			√	
f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			√	
g) Comply with federal, state and local statutes and regulations related to solid waste?			√	

NARRATIVE DISCUSSION

Environmental Setting

Wastewater treatment and collection services in the City of Stockton, including the project site, are provided by the City. Sewage treatment services are provided at the City's Regional Wastewater Control Facility (RWCF), located on Navy Drive in Stockton. The RWCF currently processes approximately 33 million gallons per day (mgd) of wastewater on average and has a treatment capacity of 55 mgd. No existing sewer lines are in place in the project vicinity.

Water service in the project vicinity is provided by the City of Stockton Department of Municipal Utilities. The City relies on both surface and groundwater for its supplies. Total water demand in 2015 was 24,843 acre-feet. The City has a total water right or safe yield capacity of 96,480 acre-feet (Brown and Caldwell 2016). Existing water lines are in place in the project vicinity.

Stormwater drainage service in the area is managed by the City of Stockton. Stormwater drainage collection facilities are in place along Eight Mile Road and Thornton Road. As discussed in Section C(9), Hydrology and Water Quality, the City has a SWMP and a SWQCCP that are designed to regulate stormwater quality in accordance with NPDES permit conditions.

The City has two franchise haulers that provide solid waste collection services. For the project site, Waste Management would provide collection service. There are three active sanitary landfills in San Joaquin County: the Forward Landfill on South Austin Road with available capacity to 2020, the North County Landfill on East Harney Lane with available capacity to 2048, and the Foothill Sanitary Landfill on North Waverly Road with available capacity to 2082 (CalRecycle 2016).

Electrical, telephone, and cable television lines are available in the project vicinity. The state-regulated utilities operating these lines can extend them to the project site as necessary.

Environmental Impacts and Mitigation Measures

a, b, e) Wastewater Systems.

The RWCF currently has approximately 22 mgd of capacity to serve additional development. It is estimated that the fueling station, car wash, and fast-food restaurant would generate approximately 6,800 gallons per day (0.0068 mgd) of wastewater. By comparison, development on the commercial site that is consistent with the existing zoning could potentially generate slightly more than 11,000 gallons per day of wastewater (see generation rate below). The RWCF has sufficient existing capacity to accommodate wastewater generated by the commercial portion of the project.

It is estimated that 234 residential units would be constructed on the residential portion of the project site. The City of Stockton 2035 Wastewater Master Plan assumes wastewater generation from high-density residential land uses at a rate of 5,568 gallons per day per acre. Based on this rate, the residential portion of the project site would generate approximately 44,432 gallons of wastewater per day. The RWCF has sufficient existing capacity to accommodate wastewater generated by future residential development. Total project wastewater generation would be 51,232 gallons per day (0.051 mgd), which can be accommodated by the City's existing wastewater treatment capacity.

The project would require the extension of sewer lines to the project site, as the proposed parcels currently do not have direct access to existing sewer mains in the area (Ann Okubo, pers. comm.). Extension of sewer lines to the project site is not expected to have a significant impact on the physical environment, as the area is substantially developed and the Stockton General Plan and Zoning Ordinance have designated the project site for urban development. Additional sewer lines and connections could have a potentially adverse impact on the City's wastewater system if the lines are not designed properly. The mitigation measure presented below would ensure design of project wastewater facilities in accordance with City standards, thereby reducing potential impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

UTIL-1: The ODS shall submit detailed subdivision improvement plans prior to project construction. The improvement plans shall show all on-site and off-site utilities necessary to provide sanitary sewer, water, and storm drainage service. The plans shall be designed in accordance with the City of Stockton's most recently adopted master plans for sanitary sewer, water, and storm drainage, and with the City's Standard Specifications and Plans.

Significance After Mitigation: Less than significant

b, d) Water Systems and Supply.

As of 2015, the City had 96,480 acre-feet of water per year available by right or from safe yield. With 2015 water demand of 26,319 acre-feet per year deducted, the City had 70,161 acre-feet of water available to serve additional development (Brown and Caldwell 2016). As noted in a, b, e) above, the commercial development is estimated to generate 6,800 gallons per day of wastewater, which is approximately 7.62 acre-feet per year. Even allowing for additional water that is consumed or otherwise not collected as wastewater, the City would have sufficient existing water supply to accommodate water needs of the commercial development.

It is estimated that 234 residential units would be constructed on the residential portion of the project site. The Stockton Water Master Plan Update assumes water usage from high-density residential land uses at a rate of 5.2 acre-feet per acre (City of Stockton 2008b). Based on this rate, the residential development would generate water usage of approximately 41.5 acre-feet per year. The City would have sufficient existing water supply to accommodate water needs of the residential development. Total water usage on the project site would be approximately 49.1 acre-feet per year, which can be accommodated by the City's existing water supply.

The project would connect to existing water lines in the area. No new or extended water mains would need to be installed. Additional water lines and connections could have a potentially adverse impact on the City's water system if the lines are not designed properly. Mitigation Measure UTIL-1, described above, would ensure design of project water facilities in accordance with City standards, thereby reducing potential impacts to a level that would be less than significant.

c) Stormwater Systems.

The project would require the construction of storm drainage facilities to collect anticipated runoff from the project site once it is developed. The on-site facilities would have little environmental impact by themselves, as their impacts would be part of the overall impact of site development.

The new facilities would require a connection to existing storm drainage facilities in the area. This connection would not have significant environmental impacts, as the area is substantially developed or designated for urban uses. Additional drainage facilities could have a potentially adverse impact on the City's storm drainage system if the facilities are not designed properly. Mitigation Measure UTIL-1, described above, would ensure design of project storm drainage facilities in accordance with City standards, thereby reducing potential impacts to a level that would be less than significant.

f, g) Solid Waste Services.

The project would generate a demand for solid waste services. As indicated above, existing landfills in the County would have sufficient capacity to accommodate the amount of solid waste that would be generated by the project. The project would comply with applicable federal, state and local statutes and regulations related to solid waste. Project impacts on solid waste are considered less than significant.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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, 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?		√		
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)?			√	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			√	

NARRATIVE DISCUSSION

a) Findings on Biological and Cultural Resources.

The project's potential biological and cultural resource impacts were described in Sections 3.4 and 3.5, respectively. Potentially significant environmental effects were identified in these issue areas, but all of the potentially significant effects would be reduced to a less-than-significant level with mitigation measures that would be incorporated into the project.

b) Findings on Individually Limited but Cumulatively Considerable Impacts.

As described in this Initial Study, the potential environmental effects of the project would either be less than significant, or the project would have no impact at all, when compared to the baseline. Where the project involves potentially significant effects, these effects would be

reduced to a less than significant level with proposed mitigation measures and compliance with required permits and applicable regulations.

The potential cumulative impacts of urban development of the site were accounted for in the Stockton General Plan EIR (2007). The potential environmental effects identified in this Initial Study have been considered in conjunction with each other as to their potential to generate other potentially significant effects. The various potential environmental effects of the project would not combine to generate any potentially significant cumulative effects. There are no other known, similar projects with which the project might combine to produce adverse cumulative impacts.

The traffic study evaluated potential project impacts at buildout under cumulative conditions, which are traffic conditions that would occur under development assumed under the Stockton General Plan in the year 2035, with road improvements assumed by that year to have been constructed. Table 3-9 presents the LOS at the six study intersections without and with the proposed project.

TABLE 3-9
LOS AT INTERSECTIONS UNDER CUMULATIVE CONDITIONS

	LOS Without Project		**LOS With Project**	
Intersection	**AM Peak Hour**	**PM Peak Hour**	**AM Peak Hour**	**PM Peak Hour**
Eight Mile Road/I-5 Southbound Ramps	B	D	D	B
Eight Mile Road/I-5 Northbound Ramps	C	E	C	C
Eight Mile Road/Thornton Road	C	D	D	C
Eight Mile Road/Rivermont Drive	A	A	B	C
Eight Mile Road/Davis Road	C	D	D	D
Thornton Road/A.G. Spanos Boulevard	C	C	C	C

Source: KD Anderson and Associates 2017.

As shown in Table 3-9, all study intersections, with one exception, would operate at LOS D or better with the proposed project. The exception would be the Eight Mile Road/I-5 northbound ramps, which would operate at LOS E. But the intersection would also operate at LOS E even without the development. Under the City of Stockton Transportation Impact Analysis Guidelines, for City intersections with a LOS E or F without the project, project impacts are not considered significant if the additional delay at an intersection with a project is no greater than 5 seconds than without the project. The traffic study determined that the project would not increase delay at the intersection by more than 5 seconds; therefore, project traffic impacts would be considered less than significant.

The traffic study also evaluated potential traffic impacts of the project at buildout on five roadway segments under cumulative conditions. Table 3-10 presents the LOS at the five roadway segments without and with the proposed project.

TABLE 3-10
LOS ON ROADWAY SEGMENTS UNDER CUMULATIVE CONDITIONS

Roadway Segment	LOS Without Project	LOS With Project
Eight Mile Road - I-5 to Thornton Road	C	C
Eight Mile Road - Thornton Road to Davis Road	C	C
Thornton Road - Eight Mile Road to Bear Creek	A	A
A.G. Spanos Blvd. - Thornton Road to Ocean Mist Way	A	A
Ocean Mist Way/Breaker Way - A.G. Spanos Blvd. to Lands End	A	A

Source: KD Anderson and Associates 2017.

As shown in Table 3-10, all study roadway segments would operate at LOS D or better with the proposed project. Overall, traffic impacts of the project under cumulative conditions are considered less than significant.

c) Findings on Adverse Effects on Human Beings.

Potential adverse effects on human beings were discussed in Section C(6), Geology and Soils (seismic hazards); Section C(8), Hazards and Hazardous Materials; Section C(9), Hydrology and Water Quality (flooding); and Section C(16), Transportation/Traffic (traffic hazards). Potential adverse effects on human beings were identified in those sections would be reduced to levels that are considered less than significant through compliance with applicable laws, regulations, and City ordinances and standards. No other potential adverse effects on human beings have been identified.

D. Earlier Analysis

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Initial Study/Negative Declaration [Section 15063(c)(3)(d) of the State CEQA Guidelines]. The previously-certified or adopted environmental document(s) and any applicable adopted mitigation measures, CEQA "findings", Statements of Overriding Considerations, and mitigation monitoring/reporting programs are incorporated by reference, as cited below, and discussed on attached sheet(s) to identify the following:

Earlier Analysis Used - Identify earlier analyses that adequately address project impacts and that are available for review at the City of Stockton Community Development Department, Planning Division, 345 N. El Dorado Street, Stockton CA:

Final EIR File No.: 4-05 — EIR, Stockton General Plan 2035, December 2007
State Clearinghouse No.: 2004082066

Impacts Adequately Addressed - Identify which effects from the above checklist (Section C) were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards: See C(18) Cumulative Impacts.

Mitigation Measures - For effects that are "Less Than Significant With Mitigation Incorporated," specify whether any applicable mitigation measures are incorporated or refined from the earlier document to address site-specific conditions for the project: No mitigation measures have been brought forward from the earlier document.

(d) CEQA Findings, Statements of Overriding Considerations, and Mitigation Monitoring/Reporting Programs - Indicate whether applicable previously adopted CEQA Findings, Overriding Considerations, and Mitigation Monitoring Provisions have been relied upon and incorporated into the proposed project, pursuant to Sections 15150 (incorporation by reference) and 15152(F)(3) (Tiering) of the State CEQA Guidelines: This analysis does not rely on previous findings or Statements of Overriding Considerations.

ENVIRONMENTAL ISSUE	Adequately Addressed in Earlier Analysis	Earlier Mitigation/ Findings/Monitoring Incorporated	N/A
1. Aesthetics			√
2. Agricultural and Forestry Resources			√
3. Air Quality	√		
4. Biological Resources			√
5. Cultural Resources			√
6. Geology and Soils			√
7. Greenhouse Gas Emissions			√
8. Hazards and Hazardous Materials			√
9. Hydrology and Water Quality			√
10. Land Use			√
11. Mineral Resources			√
12. Noise			√
13. Population and Housing			√
14. Public Services			√
15. Recreation			√
16. Transportation/Traffic			√
17. Mandatory Findings of Significance			√

E. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a "Potentially Significant Impact" prior to mitigation), as indicated in the preceding Checklist (Section C) and the Earlier Analysis (Section D):

√	Aesthetics		Agriculture/Forestry Resources		Air Quality
√	Biological Resources	√	Cultural Resources	√	Geology/Soils
√	Greenhouse Gas Emissions		Hazards/Hazardous Materials	√	Hydrology/Water Quality
	Land Use/Planning		Mineral Resources	√	Noise
	Population/Housing	√	Public Services		Recreation
√	Transportation/Traffic		Utilities/Service Systems	√	Mandatory Findings of Significance

F. REFERENCES CITED AND PERSONS CONSULTED

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