PUBLIC REVIEW DRAFT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

FOR THE

WHISTLER WAY ANNEXATION

Stockton, CA

November 17, 2021

Prepared for:

City of Stockton
Community Development Department
345 N. El Dorado Street
Stockton, CA 95202

Prepared by:

BaseCamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240

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LIST OF ACRONYMS AND ABBREVIATIONS USED IN THIS DOCUMENT

AB	Assembly Bill
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
Cal Fire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CEQA	California Environmental Quality Act
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
dB	decibel
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
L_{dn}	Day-Night Average Level
LOS	Level of Service
MS4	municipal separate storm sewer system
NAHC	Native American Heritage Commission
NO_x	nitrogen oxides
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
ROG	reactive organic gases
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 Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
UAIC	United Auburn Indian Community
VMT	vehicle miles traveled

MITIGATED NEGATIVE DECLARATION

A. General Project Information

Project Title:	Whistler Way Annexation
Lead Agency Name and Address:	City of Stockton Community Development Department 345 N. El Dorado Street Stockton, CA 95202
Contact Person and Phone Number:	Matt Diaz, Planning Manager 209-937-8598
Project Location:	Grider Way and Lower Sacramento Road, Stockton
Project Sponsor Name and Address:	Strategic Land Planning 18040 Foreman Court Linden, CA 95236 Attn: David Stagnaro
General Plan Designation:	Agricultural-Urban Reserve (County), Commercial (City of Stockton)
Zoning:	C-C - Community Commercial (County)
Project Description:	The project proposes the annexation of six parcels totaling 8.76 acres to the City of Stockton, including adjacent road right-of-way. The annexation area would be pre-zoned CG (Commercial General). Upon annexation, the project proposes to develop 7.26 acres for a self-storage facility totaling 100,850 square feet in floor area. The facility would consist of ten buildings with a total of 570 storage units of various sizes, plus a combined office/onsite manager residence building. An enlarged entrance to the facility would be constructed off Grider Way. Perimeter walls and landscaping would be installed.
Surrounding Land Uses and Setting:	The project site is within a mostly developed area of north Stockton. Residential subdivisions are ato the north and west. Also west of the site is

	Podesta Ranch Elementary School. A small commercial center fronting on Lower Sacramento Road is to the east, and beyond Lower Sacramento Road is agricultural land. Commercial and vacant properties are to the south, with two commercial buildings adjacent to the project site.
Other Public Agencies Whose Approval is Required:	San Joaquin Local Agency Formation Commission (annexation), State Water Resources Control Board (Construction General Permit)
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?	Notifications have been sent on behalf of the City to the list of potentially interested tribes shown in Appendix C together with information generated during a prior tribal consultation by San Joaquin County in conjunction with a prior version of the project. No requests for consultation have been received as of the date of publication of this document.

B. Environmental Factors Potentially Affected

The environmental factors checked below may be significantly affected by this project, involving at least one impact that is a "Potentially Significant Impact" prior to mitigation. Mitigation measures that would avoid potential effects or reduce them to a level that would be less than significant have been prescribed for each of these effects, as described in the checklist and narrative on the following pages, and in the Summary Table at the end of Chapter 1.0.

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

C. Lead Agency Determination

On the basis of this initial evaluation:

□ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

✓ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project and/or mitigation measures that would reduce potential effects to a less than significant level have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

□ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

□ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

□ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPARTMENT

ORIGINAL SIGNED BY:

William Crew, Director — Date

1.0 INTRODUCTION

1.1 Project Brief

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the Whistler Way Annexation (project). The project site is located at the intersection of Grider Way and Lower Sacramento Road in unincorporated San Joaquin County, adjacent to the City of Stockton (Figures 1-1 through 1-5). Strategic Land Planning is the applicant for the purposes of City of Stockton (City) action on the project. On City approval, the City will be the project proponent for the purposes of Local Agency Formation Commission (LAFCo) action on the proposed annexation. The 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 is the Lead Agency for the project.

The project proposes the annexation of six parcels totaling 8.76 acres to the City of Stockton, including two developed parcels, along with adjacent road right-of-way. The annexation area would be pre-zoned to the City of Stockton CG (Commercial General) zoning district. Upon annexation, the project proposes to develop 7.26 acres that are currently vacant for a self-storage facility totaling 100,850 square feet in floor area. The facility would consist of ten buildings with a total of 570 storage units of various sizes, plus a combined office/onsite manager residence building. An enlarged entrance to the facility would be constructed off Grider Way. Perimeter walls and landscaping would be installed. Annexation of the project site would require approval by the San Joaquin Local Agency Formation Commission (LAFCo). Pre-zoning would require approval by the City, as well as an Administrative Use Permit and site plan and design review approval for the proposed development.

On occasion, the term "annexation area" will be used in this document, which means the area proposed to be annexed by the City. The annexation area includes both the proposed "development area" and portions of the adjacent rights-of-way of Whistler/Grider Way and Lower Sacramento Road; these right-of-way areas are not proposed for development. For the sake of convenience, when environmental impacts are analyzed, the term "project site" will be used, which will be understood to cover the entire annexation area.

1.2 Purpose of Initial Study

CEQA requires that public agencies document and consider 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 may cause direct or indirect physical changes in the environment. A project includes the agency's direct activities and activities that involve public agency approvals or funding. The State CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3) provides guidance for an agency's implementation of CEQA.

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 identified significant effects or reduce them to a level that is less than significant. If the Initial Study does not identify significant effects, then the agency ordinarily prepares a Negative Declaration. If the Initial Study concludes that significant effects would occur but also identifies mitigation measures that would reduce these significant effects to a level that is less than significant, then the agency may prepare a Mitigated Negative Declaration. If a project would involve significant effects that cannot be feasibly 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 first preparing 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 may have potentially significant environmental effects and therefore requires preparation of an Initial Study. This Initial Study describes the proposed project and its environmental setting, discusses the potential environmental effects of the project, and identifies feasible mitigation measures that would eliminate any potentially significant environmental effects of the project or reduce them to a level that would be less than significant. 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
- Energy
- 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
- Wildfire
- Mandatory Findings of Significance (including Cumulative Impacts)

This Initial Study concludes that the project would have potentially significant environmental impacts, but all these impacts would be avoided or reduced to a level that would be less than significant with identified mitigation measures. The project proponent has accepted the obligation to implement all the mitigation measures; implementation by the developer will be required as a project condition of approval. As a result, the City has prepared a Mitigated Negative Declaration and has issued a Notice of Intent to adopt the IS/MND for the project. The Notice of Intent, inside the cover of this document, shows the time available for public comment on the IS/MND.

1.3 Project Background

As noted, two of the parcels proposed for annexation have been developed, each with a commercial building. A site plan for development of four of the parcels within the current project site was submitted to San Joaquin County (County) in 2020. The site plan proposed the development of a storage facility similar to the application for City approval described in this document; under the County application only eight storage buildings would be built. The County approved the site plan with conditions on April 21, 2021. At the time of County approval, the project site was expected to remain in the County but would connect to the water, wastewater, and storm drainage systems of the City of Stockton. Connection to City utilities would, however, have required an Out-of-Area Agreement with the City. The LAFCo has expressed its concerns about the use of Out-of-Area Agreements for projects in the unincorporated area, indicating a preference that such projects be annexed to the City. As a result, the project applicant has applied to the City requesting annexation of the project site, along with a pre-zoning request and request for necessary City approvals of the proposed site development; these requests are the subject of this IS/MND.

1.4 Environmental Evaluation Checklist Terminology

The project's potential environmental effects are evaluated in the Environmental Evaluation Checklist presented in Chapter 3.0 of this IS/MND. 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., the environmental effect may be significant, and feasible mitigation measures have not been defined that would reduce the impact to a level that would be less than significant. If there is a Potentially Significant Impact entry in the Initial Study, then an EIR is required. No Potentially Significant Impacts have been identified in this IS/MND.

- An environmental effect that is Less Than Significant with Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a level that is less than significant with the application of defined mitigation measures. This IS/MND identifies a few impacts that are Less than Significant with Mitigation Incorporated.

- A Less Than Significant Impact occurs when the project would involve an environmental impact, but the impact would not cause a substantial adverse change to the physical environment such that mitigation would be required.

- A determination of No Impact is self-explanatory.

This IS/MND identifies certain potentially significant environmental effects that would be mitigated by implementation of existing provisions of law and standards of practice related to land use planning and environmental protection. Where appropriate, such provisions are identified and considered in the environmental impact analysis, and the degree to which they would reduce potential environmental effects is discussed. These protections are considered part of the existing regulatory environment and are assumed to avoid or minimize the potential environmental effects of the project. Additional mitigation measures are identified in this IS/MND, as necessary, when existing provisions of law and standards of practice are not adequate to avoid potentially significant environmental effects or to reduce them to a level that is less than significant.

1.5 Summary of Environmental Effects and Mitigation Measures

Table 1-1, which follows Figures 1-1 through 1-5, summarizes the results of the Environmental Evaluation Checklist and associated narrative discussion in Chapter 3.0 of this IS/MND. The potential environmental impacts of the proposed project are listed in the left-most column of this table. The level of significance of each impact is indicated in the second column. Feasible mitigation measures that avoid or minimize the impacts, if necessary, are shown in the third column, and the significance of the impact after the mitigation measures are applied is shown in the fourth column.

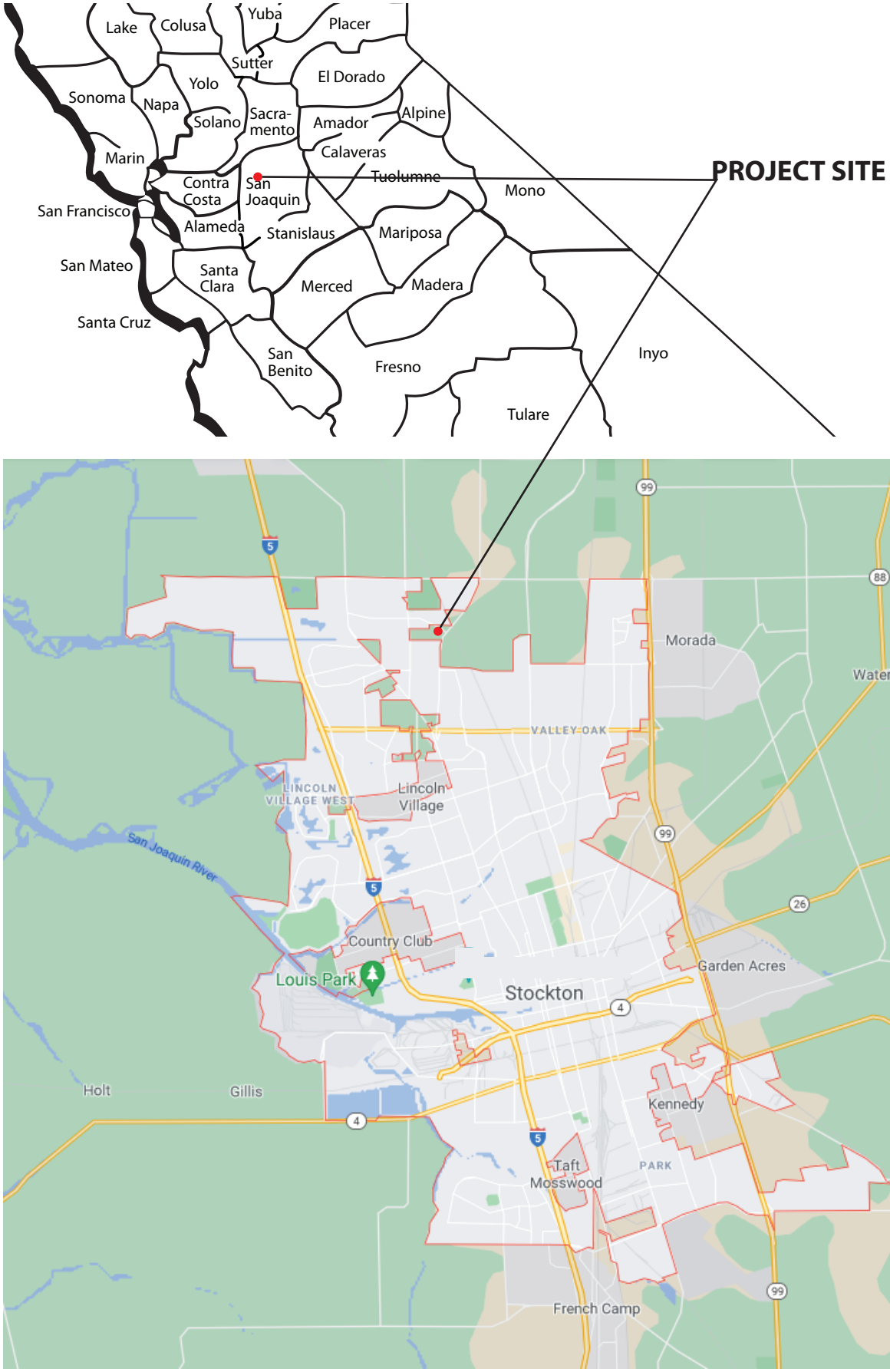

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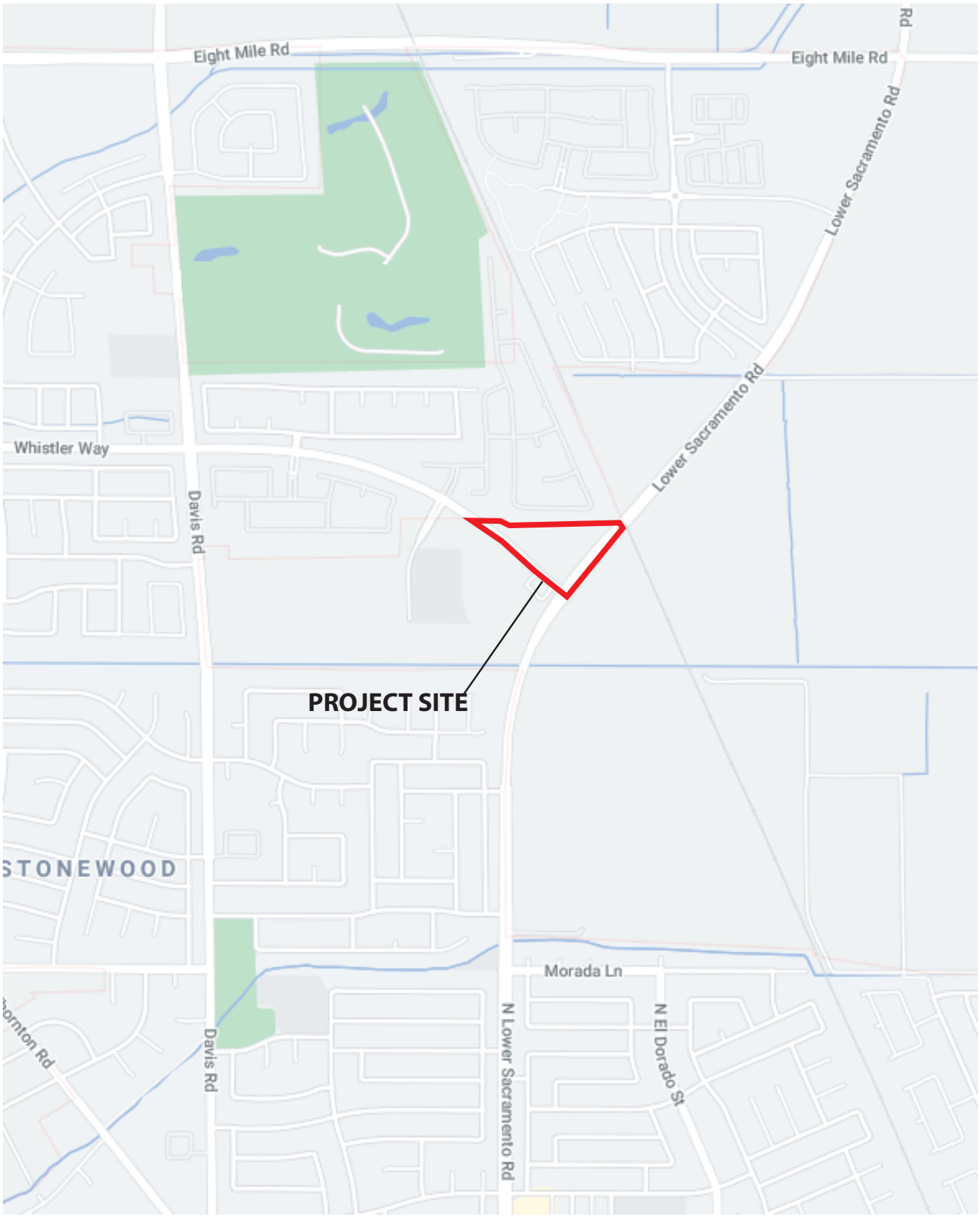
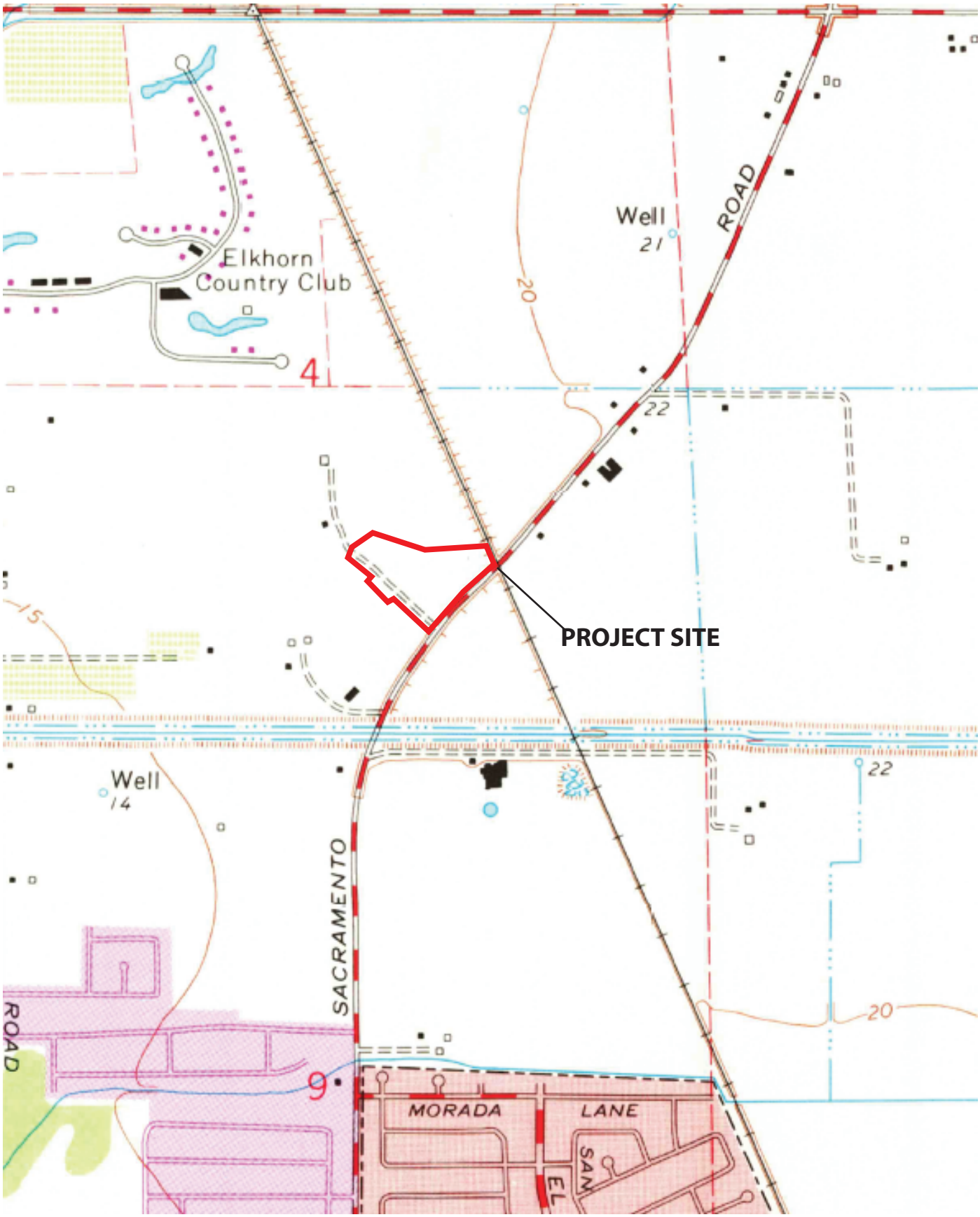
Figure 1-1
REGIONAL LOCATION MAP



SOURCE: Google Maps

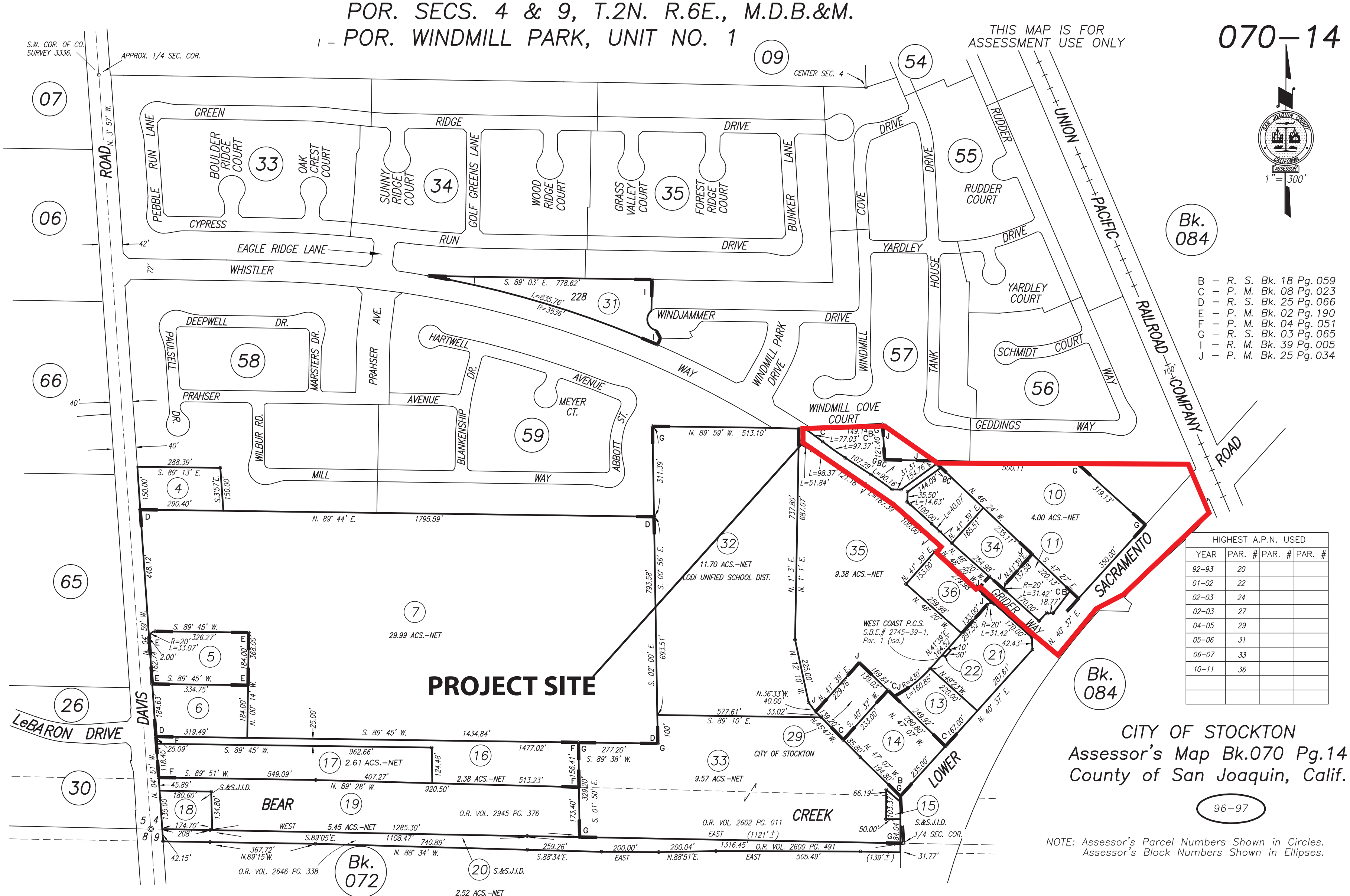
Figure 1-2
STREET MAP



SOURCE: USGS Quadangle Map, Lodi South 1968. T 2N, R 6E, S4

SOURCE: Google Earth

Figure 1-4
Aerial Photo



HIGHEST A.P.N. USED

YEAR	PAR. #	PAR. #	PAR. #
92–93	20		
01–02	22		
02–03	24		
02–03	27		
04–05	29		
05–06	31		
06–07	33		
10–11	36		

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Figure 1-5
ASSESSOR PARCEL MAP

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.1 AESTHETICS			
a) Scenic Vistas	NI	None required	-
b) Scenic Resources and Highways	NI	None required	-
c) Visual Character and Quality	LS	None required	-
d) Light and Glare	LS	None required	-
3.2 AGRICULTURE AND FORESTRY RESOURCES			
a) Agricultural Land Conversion	NI	None required	-
b) Conflict with Agricultural Zoning or Williamson Act Contract	LS	None required	-
c, d) Forest Lands	NI	None required	-
e) Indirect Conversion of Farmland or Forest Land	NI	None required	-
3.3 AIR QUALITY			
a) Air Quality Plan Consistency	LS	None required	-
b) Cumulative Emissions	LS	None required	-
d) Exposure of Sensitive Receptors	LS	None required	-
e) Odors and Other Emissions	LS	None required	-
3.4 BIOLOGICAL RESOURCES			
a) Special-Status Species	LS	None required	-
b) Riparian and Sensitive Habitats,	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
c) State and Federally Protected Wetlands	NI	None required	-
d) Fish and Wildlife Movement	LS	None required	-
e) Local Biological Resource Requirements	NI	None required	-
f) Conflict with Habitat Conservation Plans	NI	None required	-
3.5 CULTURAL RESOURCES			
a) Historical Resources	LS	None required	-
b) Archaeological Resources	PS	CULT-1: If any subsurface archaeological resources are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified archaeologist can examine these materials, initially evaluate their significance and, if potentially significant, recommend measures on the disposition of the resource. The City shall be immediately notified in the event of a discovery. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City. Recommended measures could include, but are not limited to, 1) preservation in place, or 2) excavation, recovery, and curation by qualified professionals.	LS
c) Human Burials	LS	None required	-
3.6 ENERGY			
a) Project Energy Consumption	LS	None required	-
b) Consistency with Energy Plans	LS	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.7 GEOLOGY AND SOILS			
a-i) Fault Rupture Hazards	NI	None required	-
a-ii) Seismic Ground Shaking	LS	None required	-
a-iii) Seismic-Related Ground Failure	LS	None required	-
a-iv) Landslides	NI	None required	-
b) Soil Erosion	LS	None required	-
c) Geologic Instability	NI	None required	-
d) Expansive Soils	LS	None required	-
e) Adequacy of Soils for Sewage Disposal	NI	None required	-
f) Paleontological Resources	PS	GEO-1: If buried paleontological resources are inadvertently discovered during ground-disturbing activities, work shall stop within 50 feet of the find until a qualified paleontologist can examine these materials, initially evaluate their significance and, if potentially significant, recommend measures on the disposition of the resource. The City shall be immediately notified in the event of a discovery. Prior to construction, construction personnel shall receive brief "tailgate" training by a qualified archaeologist in the identification of paleontological resources and protocol for notification should such resources be discovered during construction work.	LS
3.8 GREENHOUSE GAS EMISSIONS			
a, b) Project GHG Emissions and Consistency with GHG Reduction Plans	LS	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.9 HAZARDS AND HAZARDOUS MATERIALS			
a) Hazardous Material Transportation, Use, and Storage	LS	None required	-
b) Upset and Accident Conditions	LS	None required	-
c) Release of Hazardous Materials near Schools	LS	None required	-
d) Hazardous Material Sites	PS	HAZ-1: Prior to final site plan approval, the project applicant shall retain a qualified environmental professional to conduct soil testing to determine the potential presence of soil contamination on the project site. If testing reveals hazardous levels of agricultural chemical residues, the environmental professional make recommendations for remediation needed to reduce contamination to acceptable levels for the proposed land use. Recommendations shall be implemented by the applicant.	LS
e) Public Airports	NI	None required	-
f) Emergency Response and Evacuations	PS	HAZ-2: Prior to the start of project construction, the applicant's contractor shall prepare and implement a Traffic Control Plan, which shall include such items as traffic control requirements, resident notification of access closure, and daily access restoration. The contractor shall specify dates and times of road closures or restrictions, if any, and shall ensure that adequate access will be provided for emergency vehicles. The Traffic Control Plan shall be reviewed and approved by the City Department of Public Works and shall be coordinated with the Stockton Fire and Police Departments if construction will require road closures or lane restrictions.	LS
g) Wildland Fire Hazards	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.10 HYDROLOGY AND WATER QUALITY			
a) Water Quality	LS	None required	-
b) Groundwater Supplies and Recharge	LS	None required	-
c-i, ii) Drainage Patterns	LS	None required	-
c-iii) Runoff	LS	None required	-
c-iv) Flooding Hazards	NI	None required	-
d) Release of Pollutants in Flood, Tsunami, or Seiche Zones	NI	None required	-
e) Conflicts with Water Quality or Groundwater Management Plans	LS	None required	-
3.11 LAND USE AND PLANNING			
a) Division of Established Community	NI	None required	-
b) Conflicts with Land Use Plans, Policies and Regulations	LS	None required	-
3.12 MINERAL RESOURCES			
a, b) Availability of Mineral Resources	NI	None required	-
3.13 NOISE			
a) Generation of Noise Exceeding Local Standards	PS	NOISE-1: The following measures shall be implemented to minimize noise impacts at sensitive receptors (i.e., residences and schools) during construction: • Construction activities shall be limited to the hours from 7:00 a.m. to 6:00 p.m. on all working days.	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		Construction work shall not occur on Sundays and federal holidays. • Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.). • Turn off idling equipment when not in use for more than five (5) minutes.	
b) Exposure to Groundborne Vibrations	LS	None required	-
c) Public Airport and Private Airstrip Noise	NI	None required	-
3.14 POPULATION AND HOUSING			
a) Unplanned Population Growth	NI	None required	-
b) Displacement of Housing or People	NI	None required	-
3.15 PUBLIC SERVICES			
a-i) Fire Protection	LS	None required	-
a-ii) Police Protection	LS	None required	-
a-iii) Schools	NI	None required	-
a-iv) Parks	NI	None required	-
a-v) Other Public Facilities	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.16 RECREATION			
a, b) Recreational Facilities	NI	None required	-
3.17 TRANSPORTATION			
a) Conflicts with Transportation Programs/Plans	LS	None required	-
b) Conflict with CEQA Guidelines Section 15064.3(b)	NI	None required	-
c) Traffic Hazards	NI	None required	-
d) Emergency Access	NI	None required	-
3.18 TRIBAL CULTURAL RESOURCES			
a, b) Tribal Cultural Resources	PS	TCR-1: A minimum of seven days prior to the start of any ground-disturbing activity, the contractor shall notify the City's Community Development Department of the start date and invite a UAIC tribal representative or tribal monitor to inspect the project site within the first five days of ground disturbance activity. During this inspection, the UAIC tribal representative or tribal monitor shall provide an onsite meeting for construction personnel information on tribal cultural resources and a workers' awareness brochure. The meeting shall include relevant information on sensitive tribal cultural resources, applicable regulations and protocols for avoidance, and consequences of violating State laws and regulations. It shall describe appropriate avoidance and minimization measures for resources and shall outline what to do and whom to contact if any potential tribal cultural resources are encountered. The meeting shall underscore the requirement for confidentiality and culturally appropriate treatment of any find with cultural significance to Native American tribal values.	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		TCR-2: If any potential tribal cultural resources are encountered during project construction activities, all work within 100 feet of the encounter shall be suspended, and the UAIC, the City, and the onsite project manager shall be immediately notified. If human remains are encountered, the County Coroner shall also be notified in accordance with California Health and Safety Code Section 7050.5(c). The tribal monitor and/or a qualified archaeologist shall examine the find and determine the disposition of the resource. Preservation in place is the preferred alternative, although other options may be pursued in coordination with the tribal monitor. The location and nature of the encountered resource shall be strictly confidential, and under no circumstances shall the contractor or any employee collect the encountered material.	
3.19 UTILITIES AND SERVICE SYSTEMS			
a) Relocation or Construction of Utility Facilities	LS	None required	-
b) Water Supplies	NI	None required	-
c) Wastewater Treatment Capacity	NI	None required	-
d, e) Solid Waste Services	NI	None required	-
3.20 WILDFIRE			
a) Emergency Response Plans and Emergency Evacuation Plans	PS	Mitigation Measure HAZ-1.	LS
b) Exposure of Project Occupants to Wildfire Hazards	NI	None required	-
c) Installation and Maintenance of Infrastructure	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes	NI	None required	-
3.21 MANDATORY FINDINGS OF SIGNIFICANCE			
a) Findings on Biological and Cultural Resources	PS	Mitigation measures in Sections 3.5 and 3.18 above.	LS
b) Findings on Cumulatively Considerable Impacts	LS	None required	-
c) Findings on Adverse Effects on Human Beings	LS	None required	-

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

2.0 PROJECT DESCRIPTION

2.1 Project Location

The project site is located on the northwest corner of the intersection of Grider Way and Lower Sacramento Road in unincorporated San Joaquin County, adjacent to northern Stockton (see Figures 1-1 through 1-5). The project site is shown on the U.S. Geological Survey's Lodi South 7.5-minute quadrangle map within Section 4, Township 2 North, Range 6 East, Mt. Diablo Base and Meridian. The latitude of the project site is approximately 38° 02′ 45″ North, and the longitude is approximately 121° 19′ 16″ West.

2.2 Project Details

Reorganization and Pre-zoning

The project proposes a reorganization that would involve the annexation of six parcels, currently under County jurisdiction, into the City of Stockton (Figure 2-1) Table 2-1 shows the parcels proposed for annexation, each identified by its Assessor's Parcel Number (APN), its address, and its acreage. APNs 070-140-11 and 070-140-34 have been developed; the other parcels are vacant.

TABLE 2-1
ANNEXATION AREA PARCELS AND ACREAGES

APN	Address	Acres
070-140-10	9993 Lower Sacramento Road	4.00
070-140-11	611 W. Grider Way	0.63
070-140-34	681 W. Grider Way	0.87
070-140-35	692 W. Grider Way (partial)	2.00
070-560-47	10091 Lower Sacramento Road	1.01
070-570-13	No address assigned	0.25
	TOTAL ACRES	**8.76**

The project also proposes to annex the rights-of-way of the segments of Grider Way and Lower Sacramento Road that are along the annexation area frontage. Existing Grider Way is already connected to existing Whistler Way; these street names would need to be

consolidated in the future. It is expected that LAFCo would require the annexation area to be detached from the Lincoln Rural County Fire Protection District, which currently has jurisdiction over the annexation area. Fire protection services after annexation would be provided by the Stockton Fire Department (see Section 3.15, Public Services).

After approving the pre-zoning, the City would submit an annexation application to the San Joaquin LAFCo, which would then be responsible for approval of the annexation and detachment. LAFCo's policies with respect to proposed reorganizations are specified in its Change of Organization Policies and Procedures, adopted in 2007 and subsequently amended. Key considerations of LAFCo in considering approval of an annexation include if the annexation would constitute a logical expansion of a city boundary and if the annexation area would be provided with public utilities and services in an efficient manner. Additional information on LAFCo requirements and findings are provided in Section 3.11, Land Use. The project site is within the City of Stockton's Sphere of Influence and its 10-Year Planning Horizon Area as defined in the City's adopted Municipal Service Review.

The parcels in the proposed annexation area are currently zoned by the County as C-C - Community Commercial. The project proposes that the City Council pre-zone the entire project site CG (Commercial General). The proposed pre-zoning would be consistent with both the proposed development and the current Commercial designation of the parcels under the Stockton General Plan 2040. Pre-zoning would require a recommendation for approval from the Stockton Planning Commission and final approval by the City Council. The pre-zoning would take effect upon recordation of the proposed annexation.

Project Development

The project proposes development of a self-storage facility on the following four parcels: APNs 070-140-10, 070-140-35, 070-560-47, and 070-570-13. All four of these parcels are currently vacant. The total acreage of these parcels is 7.26 acres. APN 070-140-11 has existing development and would not be affected by the proposed development described here. APN 070-140-34 also has existing development and would not be affected by the proposed development, except for one feature described later.

Figure 2-2 shows the proposed site plan. The proposed development consists of ten buildings that would accommodate storage units, plus one building that would house an office and an onsite manager residence. Figures 2-3A and 2-3B show the building elevations. Table 2-2 summarizes the proposed building development. A more detailed description of the development follows.

Storage Unit Buildings

The project proposes to construct ten buildings that would accommodate storage units. As indicated in Table 2-2, the storage units would range in size from 5 feet x 5 feet (25 square feet) to 10 feet x 30 feet (300 square feet), and the buildings would accommodate between 21 and 115 units. The buildings would be one story, with a maximum height of 11 feet, 6 inches. The buildings would be constructed of metal, with stucco coating and

foam trim. Access to all storage units would be from the outside, except for some units in Building G that would be accessible from the inside through a corridor. Access to this corridor would be controlled by a gate. The anticipated days and hours of operation would be Monday through Saturday from 8:00 a.m. to 6:00 p.m.

TABLE 2-2
PROPOSED BUILDING DEVELOPMENT

Building	Floor Area (sq. ft.)	Unit Sizes (ft. x ft.)							Total Units
		5 x 5	5 x 10	10 x 10	10 x 15	10 x 20	10 x 25	10 x 30	
A	5,600	1	1	2		1		17	22
B	6,825	4		1	4		24		33
C	18,925	1	6		55	53			115
D	13,850	3		4	89				96
E	10,800	1	2	35	2	34			74
F	7,800	3		26	2	24			55
G	7,425	6	2	20	12	17			57
H	14,900	5	1		2			48	56
I	5,500	1	1	20	8	11			41
J	6,100	1	3			1		16	21
G Corridor	725								
Office/ Residence	2,400								
TOTAL	**100,850**	**26**	**16**	**108**	**174**	**141**	**24**	**81**	**570**

Office/Residential Unit

The project proposes construction of a two-story office building to be located adjacent to the facility entrance. The total floor area of the building would be 2,400 square feet. The lower story would accommodate the facility office, while the upper story would have a residential unit for an onsite manager. The office building would be a concrete tilt-up structure with a maximum height of 27 feet, 8 inches, and it would include foam trim. The exterior of the building would accommodate signage at the top.

Other Features

The facility would be accessed from a driveway off Grider Way. The driveway would be constructed in accordance with City standards. A rolling gate, approximately 30 feet in length, would control access to and from the facility. An exit keypad would be mounted

on a concrete pole near the gate. Another gated access point would be from 681 Grider Way (APN 070-140-34). This access would be for emergency vehicles only.

Five parking spaces would be provided for visitors and delivery vehicles in front of the office building, outside the gate. Two bicycle racks would be provided near the office building, outside the gate. Curb, gutter, and sidewalk improvements would be installed along the Grider Way frontage of the project site, in accordance with City standards.

Along the northern boundary, a concrete masonry wall approximately 8 feet in height would be installed to provide a visual screen between the storage facility and the residential area to the north. A solid wall would also be installed along the other boundaries of the project site. Landscaping would be installed along the Grider Way and Lower Sacramento Road frontages to the facility.

The facility would connect to existing water and wastewater lines beneath Grider Way that are part of the respective utility systems of the City of Stockton. Connections to these systems would be per applicable City standards. Electrical and natural gas services would be provided by Pacific Gas and Electric Company (PG&E).

Street Frontage Improvements

Project development will also require the improvement of the project site frontage on Grider Way; these improvements will include additional pavement, curb, gutter and sidewalk in accordance with City street improvement standards. The exact location and type of improvements will be established in detailed improvements to be submitted to the City of Stockton for approval. However, as discussed with staff, these improvements are expected to provide a two-lane street divided by a two-way left turn lane, similar to the Whistler Way street section west of Windmill Park Drive. This design would need to be reviewed by City staff prior to construction

The planned improvements will require the dedication of right-of-way by the applicant along the project site frontage on Grider Way and acquisition of right-of-way along the frontage of existing commercial properties; this will also be the responsibility of the project applicant. The City and applicant's engineer will work closely to ensure that necessary improvements will be designed to minimize the need for new right-of-way and impacts on adjoining properties.

Project Construction

Project construction would generally be accomplished using conventional equipment. Proposed development would involve grading, excavation and compaction as required to establish desired subgrades and accommodate the proposed new buildings, access ways and site improvements. Building foundations, fence post footings, and underground utility line conduits would be excavated where needed. Aggregate base and pavement would be imported, placed on the site and compacted. Construction of buildings, site improvements, and landscaping would proceed as sequenced by the contractor, in accordance with plans and specifications approved by the City.

2.3 Permits and Approvals

The project would require discretionary approvals from the City of Stockton, including pre-zoning, site plan review, design review, and an Administrative Use Permit for the proposed self-storage facility. While the self-storage is an allowed use in the proposed CG zone, an Administrative Use Permit for this use is required by Stockton Municipal Code Section 16.20.020. The City would be responsible for preparing and submitting the annexation application to LAFCo with a recommendation from the Development Review Committee, convened by the Community Development Department and chaired by the City Manager's office.

The annexation and detachment of the project site would require approval by the San Joaquin LAFCo. As part of the annexation application, LAFCo typically requires preparation of a City Services Plan that describes how various urban utilities and services will be provided to the proposed development. The City Services Plan also demonstrates the financial feasibility of providing city services to a proposed annexation area. LAFCo typically requires written statements regarding agricultural land conversion and adequacy of water supplies. The City Services Plan and required statements would be provided to LAFCo in a separate document.

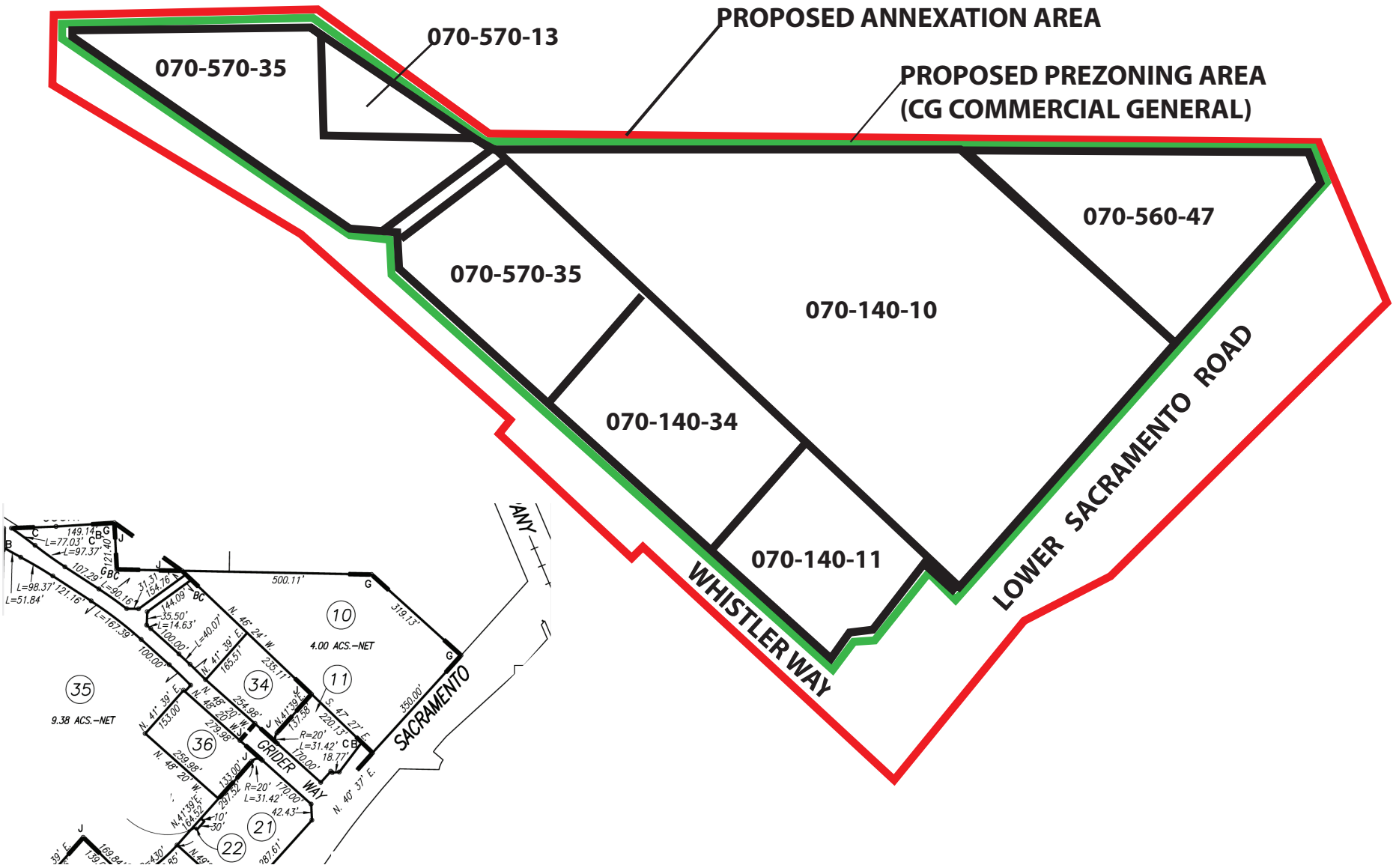
Table 2-3 provides a summary of permits and approvals that would be required for the project from the City, LAFCo, and other agencies.

TABLE 2-3
REQUIRED PERMITS AND APPROVALS FOR PROJECT

Agency	Permit/Approval
City of Stockton, City Council	Adoption of Initial Study/Mitigated Negative Declaration, CEQA findings and mitigation monitoring program Approval of application for annexation, including pre-zoning of project site
City of Stockton, Planning Commission*	Recommendations to the City Council on pre-zoning and other land use and development actions Administrative Use Permit approval for future development
City of Stockton, Community Development Department	Site Plan and Design Review approvals
City of Stockton, Public Works Department	Approval of site improvement plans Approval of storm drainage facilities Encroachment permits for work in streets

Agency	Permit/Approval
City of Stockton, Municipal Utilities Department	Compliance with City of Stockton construction and post-construction storm water quality requirements Connections to City's water, sewer, and storm drainage systems
City of Stockton, Development Review Committee	Recommendation on annexation application
San Joaquin Local Agency Formation Commission	Approval of annexation application Approval of City Services Plan Approval of Agricultural Land Conversion Statement
State Water Resources Control Board	Compliance with Construction General Permit requirements through City MS4 permit requirements.

* Planning Commission decisions can be appealed to the City Council.



BaseCamp Environmental

SOURCE: Project Applications

Figure 2-1
PROPOSED ANNEXATION AREA & PREZONING

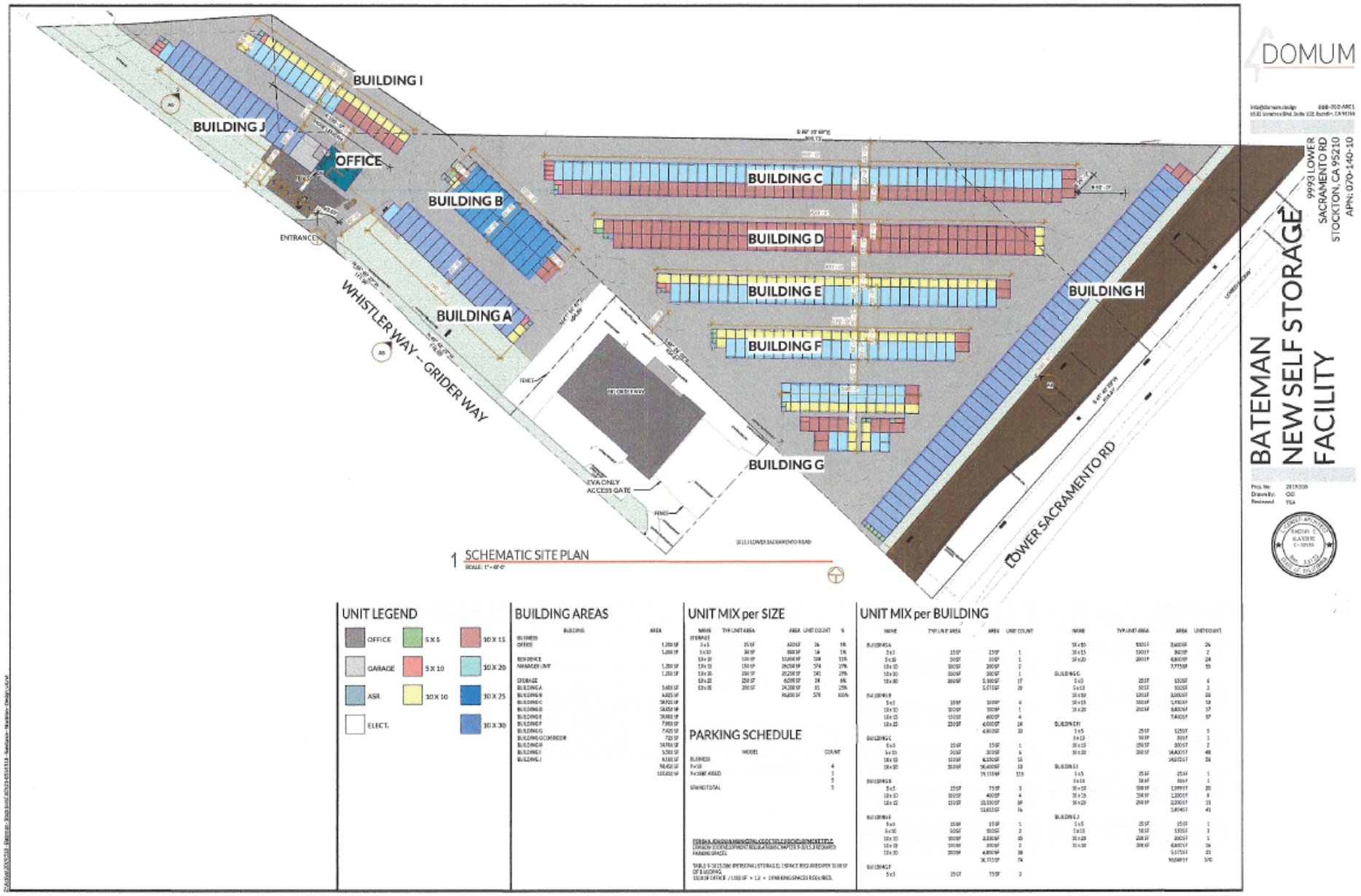
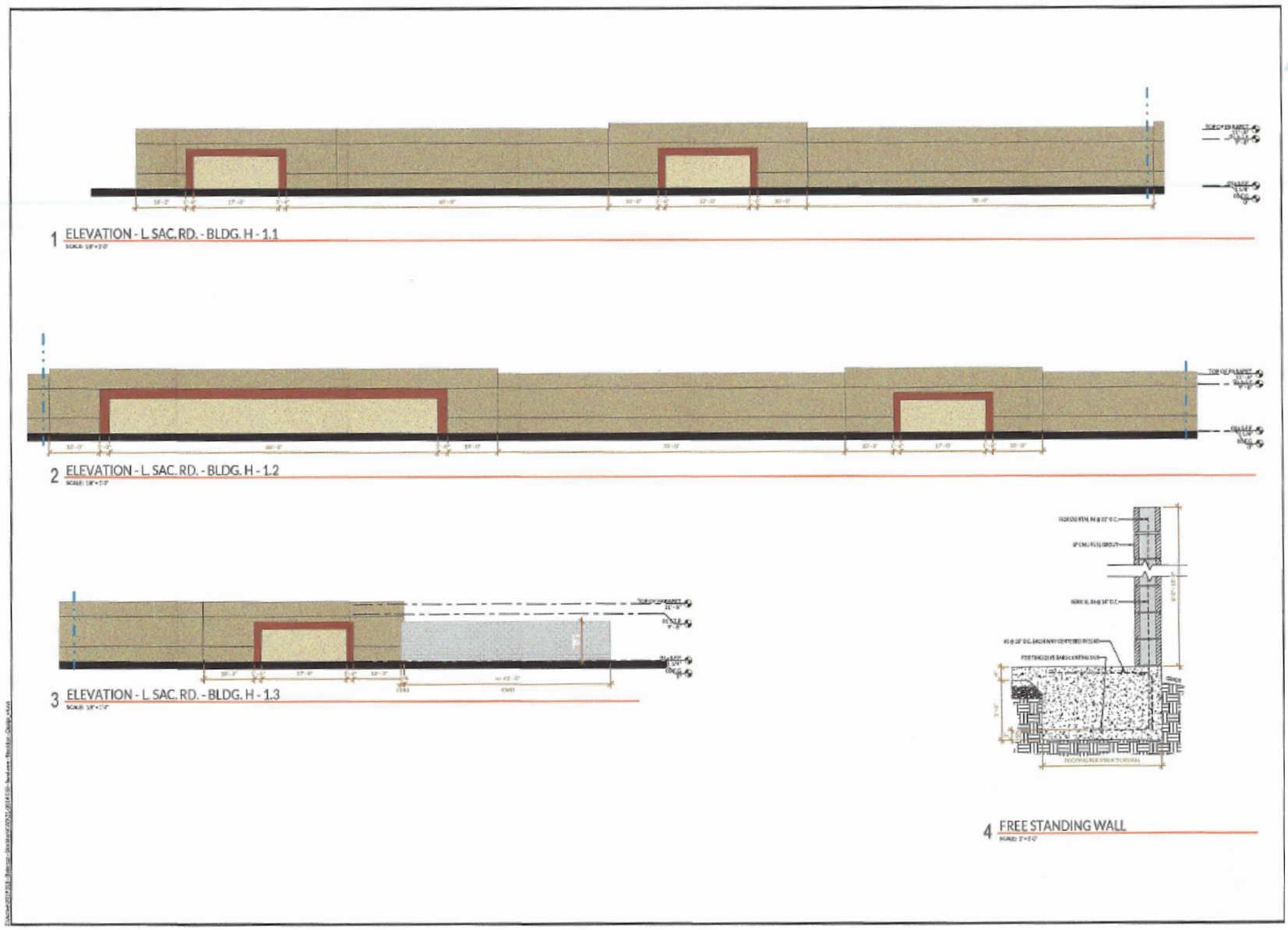


Figure 2-2
SITE PLAN

BaseCamp Environmental

SOURCE: DOMUM

Figure 2-3
ELEVATION



SOURCE: DOMUM

Figure 2-4
ELEVATION

SOURCE: DOMUM

Figure 2-5
AERIAL SIMULATION

3.0 ENVIRONMENTAL CHECKLIST FORM

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?			✓	

NARRATIVE DISCUSSION

Environmental Setting

The project site is vacant land consisting of bare surface soils interspersed with scrub brush. The southern portion of the project site has two existing commercial buildings. The project site is bounded to the east by Lower Sacramento Road, a two-lane road. Lighting at the project site is limited to street lighting along Lower Sacramento Road and security lighting at existing on-site buildings and adjacent land uses. The surrounding area contains a mix of residential and commercial development and vacant land, along with Podesta Ranch Elementary School to the west. An existing residential area is along the northern boundary of the site. The site is planned for urban commercial development in the Stockton General Plan.

The Stockton Design Guidelines, adopted in 2004, serve as a reference point for the City's expectations for quality development and provide guidance for the designated review authority during the design review process. Chapter 4 of the Design Guidelines sets forth standards for commercial development, while Section 4.02 provides guidelines specifically for storage facilities, among other commercial uses. The general design objectives for storage

facilities are quality development, compatibility with surrounding uses, architectural character, and landscape emphasis (City of Stockton 2004).

California Public Resources Code Section 21099 states that the aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on an infill site within a transit priority area shall not be considered significant. The project is not a residential, mixed-use residential, or employment center project. Therefore, it does not meet the criteria of Section 21099, and aesthetic impacts must be analyzed.

Environmental Impacts and Mitigation Measures

a) Scenic Vistas.

Scenic vistas have been defined as vantage points with a broad and expansive view of a significant landscape feature, such as a mountain range or coastline. The Stockton General Plan 2040 EIR notes that the adopted General Plan does not designate scenic vistas. However, distant views of the Sierra Nevada mountain range are available in parts of the Stockton area that are not limited by the built environment. The existing built environment in the project vicinity severely limits distant views; the project would not detract from or improve existing distant views. The project would have no impact on scenic vistas.

b) Scenic Resources and Highways.

The Stockton General Plan identifies open space, agricultural fields, and riparian areas, particularly along the San Joaquin River and the Calaveras River, as significant visual features (City of Stockton 2018a). No such visual features are in the area other than agricultural fields to the east of Lower Sacramento Road. However, these fields are not visible from the project site.

The project site itself contains no scenic resources of notable value. The project site consists of bare soil interspersed with scrub brush. No mature trees or other substantial vegetation of scenic value were observed on the project site.

According to the California Department of Transportation (Caltrans) list of designated scenic highways under the California Scenic Highway Program, there are only two officially designated state scenic highways within San Joaquin County: Interstate 5 from the Stanislaus County Line to Interstate 580, and Interstate 580 from Interstate 5 to the Alameda County Line (Caltrans 2017). The project site is not on either of these State Scenic Highways. The Stockton General Plan has not designated any local scenic roadways. The project would have no impact on scenic resources.

c) Visual Character and Quality.

The project site is in an area that is becoming predominantly urban. The project would be consistent with the existing developed landscape. As noted, the project site contains no scenic resources of notable value. The project may improve the visual character of the project site; the project will be required to be consistent with the applicable provisions of the City's Design Guidelines, especially the provisions addressing storage facilities. In addition, Stockton Municipal Code Chapter 16.56 sets forth landscaping standards for all projects that

require approval by the City. In accordance with Section 16.56.030, the project would submit a landscape plan that would be reviewed and approved for consistency with the City's landscape standards. As a result, adverse project impacts on visual character and quality would be less than significant.

d) Light and Glare.

The project would include exterior lighting of buildings, accessways and loading areas to permit after-dark use. Proposed lighting would be required to comply with outdoor lighting standards set forth in Stockton Municipal Code Sections 16.32.070 and 16.36.060(B). Section 16.32.070 states that exterior lights shall be located so as to eliminate spillover illumination or glare onto adjoining properties and to prohibit any interference with the normal operation or enjoyment of adjacent property. They also shall be made up of a light source, reflector, and shielding devices so that, acting together, the light beam is controlled and not directed across a property line or upward into the sky; bare bulbs are not allowed. Section 16.36.060(B) requires exterior lighting to be energy-efficient, stationary, shielded, and directed away from adjoining properties and public rights-of-way.

The project applicant has prepared a photometric plan that indicates the levels of illumination on the project site and along its boundaries, based on the anticipated lighting to be used by the project. Illumination levels are measured in foot-candles. Projected illumination levels, as shown on the photometric plan, were uniformly less than 1.0 foot-candle at or near the north project boundary, which would not result in a significant light or glare effect on the adjoining residences, even if the site were not shielded by masonry wall. At one location, projected illumination would reach 1.6 and 3.6 foot-candles at the northern edge of the project site. However, the adjoining residential uses at this point and along the remainder of the wall, would be shielded from potential light and glare effects by the required 8-foot masonry wall, as illustrated in Stockton Municipal Code Section 16.32.070. This, along with compliance with these provisions of the Municipal Code would minimize the amount of indirect illumination that may occur, thereby reducing lighting impacts on nearby residences to a level that would be less than significant.

Glare is produced mainly by materials that reflect sunlight. Project structures would be painted with darker colors or coated with stucco, which would minimize the production of glare. Project impacts related to light and glare would be less than significant.

3.2 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, 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 that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				✓

NARRATIVE DISCUSSION

Environmental Setting

The project site is not used for agricultural production. Lands adjacent to the project site and west of Lower Sacramento Road are vacant or in urban uses and are not used for agriculture; lands east of the project site across Lower Sacramento Road are in use for orchards and row crops.

The Important Farmland Maps, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps categorize farmland, in decreasing order of soil quality, as "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," and "Farmland of Local Importance." The first three categories are defined as “Farmland” by CEQA Guidelines Appendix G. The 2018 Important Farmland Map of San Joaquin County designates the project site as Farmland of Local Importance (FMMP 2018), which is not a category considered “Farmland” for the purposes of CEQA.

Environmental Impacts and Mitigation Measures

a) Agricultural Land Conversion.

As noted, the project site is classified as Farmland of Local Importance, which does not meet the definition of Farmland in CEQA Guidelines Appendix G. The project would not convert Farmland and would therefore have no impact on this issue.

b) Conflict with Agricultural Zoning or Williamson Act Contract.

The majority of the project site, with the exception of its westernmost tip, is currently zoned by the County for Community Commercial use.APN 070-570-13 and a portion of APN 070-140-35 is zoned by the County as AU-20, Agriculture-Urban Reserve indicating that the area is planned for future urban development, not for ongoing agricultural use.

The Stockton General Plan 2040 has designates the project site Commercial, indicating that the project site is intended for urban development. The project would have no impact on agricultural zoning.

The Williamson Act preserves agricultural land by means of a contract between the landowner and local government that keeps the contracted land in agricultural use in exchange for a lower property tax assessment. None of the parcels within the project site are under a Williamson Act contract. Project impacts on agricultural zoning or Williamson Act contracts would be less than significant.

c, d) Forest Lands.

The project site is in a mostly developed area; there are no forest lands on the project site or in the vicinity. No land in the project vicinity is zoned as forest land or timberland. The project would have no impact on forest lands.

e) Indirect Conversion of Farmland or Forest Land.

The project site is mostly surrounded by urban development fully served by existing street and utility infrastructure. There is agricultural land to the east, but the project would not involve the extension of infrastructure that may lead to increased pressure to convert these lands. The project would have no impact on indirect conversion of agricultural lands. As noted in c, d) above, there are no forest lands in the vicinity, so the project would have no impact on indirect conversion of forest land.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollutant control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?			✓	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

NARRATIVE DISCUSSION

Environmental Setting

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; vehicle emissions are the responsibility of the California Air Resources Board (ARB). The SJVAPCD is tasked with developing and implementing plans, programs and regulations that would enable the Air Basin to attain ambient air quality standards set under both the federal and California Clean Air Acts. Under their respective Clean Air Acts, both the State of California and the federal government have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California has four additional criteria pollutants under its Clean Air Act; none of these pollutants would be generated in the project area.

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, 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	
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	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	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 2020.

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. 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.

Particulate matter is 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 operations, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. Two types of particulate matter are of concern: particulate matter 10 micrometers or less in diameter (PM_{10}), and particulate matter 2.5 micrometers or less in diameter ($PM_{2.5}$). The SJVAPCD currently has a 2015 $PM_{2.5}$ Plan for the 1997 federal $PM_{2.5}$ standard, a 2012 $PM_{2.5}$ Plan for the 2006 federal $PM_{2.5}$ standard, a 2016 Moderate Area Plan for the 2012 federal $PM_{2.5}$ standard, and a 2007 PM_{10} Maintenance Plan to maintain the Air Basin's attainment status of the federal PM_{10} standard.

CO is an odorless, colorless gas that is toxic in high concentrations. 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 2015). The San Joaquin Valley Air Basin is in attainment/unclassified status for carbon monoxide (CO); as such, the SJVAPCD has no CO attainment plans. However, high CO concentrations may occur in areas of limited geographic size referred to as "hotspots," which are ordinarily associated with heavy traffic volumes and congestion.

In addition to the criteria pollutants, the California Air Resources Board has identified other air pollutants as toxic air contaminants (TACs) - pollutants that are carcinogenic (i.e., cause cancer) or that may cause other adverse short-term or long-term health effects. Diesel particulate matter, considered a carcinogen, is the most common TAC, as it is a product of combustion in diesel engines. It is present at some concentration in all developed areas of the state. Other TACs are less common and are typically associated with industrial operations.

As noted, the SJVAPCD is tasked with implementing regulations designed to attain ambient air quality standards. SJVAPCD regulations that are potentially applicable to the project are summarized below.

Regulation VIII (Fugitive Dust PM_{10} Prohibitions)

Rules 8011-8081 are designed to reduce PM_{10} 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.

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

TABLE 3-2
SJVAPCD SIGNIFICANCE THRESHOLDS
AND PROJECT CONSTRUCTION EMISSIONS

Pollutant	SJVAPCD Significance Threshold (tons/year)	Maximum Construction Emissions (tons/year)	Operational Emissions (tons/year)
ROG	100	0.25	0.47
NO_x	10	1.37	0.11
CO	10	1.34	0.52
SO_x	27	<0.01	<0.01
PM_{10}	15	0.11	0.11
$PM_{2.5}$	15	0.07	0.03

Sources: CalEEMod 2020.4.0, SJVAPCD 2015.

a) Air Quality Plan Consistency.

The California Emissions Estimator Model (CalEEMod) was used to estimate both construction and operational emissions associated with the proposed project, based mainly on estimated vehicle trips to and from the project site. The CalEEMod results are shown in Appendix A of this document, and Table 3-2 shows the maximum project construction emissions in a calendar year and the annual operational emissions based on the CalEEMod run. As indicated by Table 3-2, neither project construction emissions nor operational emissions exceed the SJVAPCD significance thresholds. As the significance thresholds were established in part to ensure consistency with the objectives of the air quality plans adopted by the SJVAPCD, project emissions would be consistent with these plans.

While project emissions would not be significant, the project would still be required to comply with applicable SJVAPCD rules and regulations, which would further reduce potential air quality impacts. As noted, SJVAPCD Regulation VIII contains measures to reduce fugitive dust emissions during construction. Dust control provisions are routinely included in site improvement plans and specifications, along with construction contracts. Implementation of Regulation VIII provisions would further reduce project emission impacts already considered less than significant.

b) Cumulative Emissions.

As noted in a) above, project emissions would not exceed SJVAPCD significance thresholds. Future attainment of federal and State ambient air quality standards is a function of successful implementation of the SJVAPCD's attainment plans. Consequently, the application of significance thresholds for criteria pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Pursuant to the SJVAPCD's guidance, if project-specific emissions would be less than the thresholds of significance for criteria pollutants, the project would not be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the SJVAPCD is in nonattainment under applicable federal or State ambient air quality standards. As project emissions would not exceed SJVAPCD significance thresholds, the cumulative impacts of these emissions would be less than significant.

c) Exposure of Sensitive Receptors.

"Sensitive receptors" refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (SJVAPCD 2015). Emissions of pollutants, including TACs, in sufficient concentrations could have adverse health impacts on nearby sensitive receptors.

Residences are located along the northern boundary of the project site, and Podesta Ranch Elementary School is near the site to the west. These sensitive receptors would be exposed to emissions from construction activities, mainly dust. However, these emissions would be temporary and would cease once construction work is completed. Also, as described in a) above, the project would be required to incorporate measures that would reduce fugitive dust emissions from construction activities.

Potential health effects on sensitive receptors occur with long-term exposure to pollutants. This includes diesel particulate matter, a TAC often associated with construction activities, generated by construction equipment. However, as noted, construction impacts would cease with the completion of project work, and length of exposure time would be short. Impacts of exposure of sensitive receptors to construction emissions would be less than significant.

CO in high concentrations can have adverse health impacts, as previously described. The Guide for Assessing and Mitigating Air Quality Impacts indicates that a project would create no violations of the CO standards if neither of the following criteria are met (SJVAPCD 2015):

- 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 3.17, Transportation, for an explanation of LOS).

While no traffic study was conducted for the project, the CalEEMod run estimates that that the project would contribute approximately 102 vehicle trips per day to local intersections and roadways (see Section 3.17, Transportation, for details on the trip estimate). For comparison, the segment of Lower Sacramento Road adjacent to the project had average daily traffic of 16,340 as of 2017 (City of Stockton 2018a). Therefore, project traffic would not contribute substantially to traffic at the Grider Way/Lower Sacramento Road intersection so that LOS would degrade to LOS E or F or worsen operations at any intersection if it currently operating LOS E or F. Therefore, no CO hotspots resulting from the project are expected to occur. Overall, project impacts on sensitive receptors would be less than significant.

d) Odors and Other Emissions.

The project is not expected to generate significant odors, other than occasional temporary emissions from construction activities. Such emissions would be localized and would dissipate rapidly outside the project site. As noted above, the nearest sensitive receptors would be adjacent residences, which would be exposed only temporarily to construction emissions. Project impacts related to odors and other emissions are considered less than significant.

3.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓	
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 U.S. Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
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

The project site is vacant land consisting of bare soils covered with scrub brush. No trees or other significant vegetation are on the project site. There are no streams or bodies of water on or near the project site. The project site is mostly surrounded by urban development. No wildlife was observed on a field visit to the site by BaseCamp staff.

The City participates in the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). The SJMSCP, managed by the San Joaquin Council of Governments (SJCOG), is a comprehensive program for assessing and mitigating the biological impacts of converting open space or biologically sensitive lands to urban development in San Joaquin County. It provides three compensation methods: preservation of existing sensitive lands, creation of new comparable habitat on the project site, or payment of fees that would be used to secure preserve lands outside the project site. It also identifies and requires covered projects to abide by Incidental Take Minimization Measures, which are protection measures that avoid direct impacts of development on special-status species (SJCOG 2000). As an alternative, applicants may also provide equivalent mitigation, subject to the review and approval of permitting agencies. The project applicant made application to the SJMSCP in conjunction with project review by San Joaquin County.

Environmental Impacts and Mitigation Measures

a) Special-Status Species.

Special-status species include plant and/or wildlife species that are legally protected under the federal Endangered Species Act, the California Endangered Species Act, or other laws and regulations, or are considered rare enough by the scientific community and trustee agencies to warrant special consideration. In its review of the project, SJCOG determined that the project could provide habitat for Swainson's hawk, a species listed as threatened under the California Endangered Species Act, and for western burrowing owl, a State Species of Special Concern. In addition, special-status bird species such as sharp-shinned hawk, yellow warbler, and loggerhead shrike could nest in isolated trees on the project site (SJCOG 2020).

The applicant has paid required SJMSCP habitat fees of $75,363.36, and the SJCOG has issued Incidental Take Minimization Measures for the project that would avoid or minimize impacts on these special-status species. These measures are provided in Appendix B of this

document. The project is required to comply with these measures, which would reduce project impacts on special-status species to a level that would be less than significant.

b) Riparian and Sensitive Habitats.

As noted above, there are no streams or surface waters on or near the project site; therefore, there is no riparian habitat in the vicinity. The project vicinity is adjacent to existing developed areas; no other sensitive habitats were identified in the project vicinity. The project would have no impact on riparian or sensitive habitats.

c) State and Federally Protected Wetlands.

Waters of the U.S., including wetlands, are broadly defined under 33 Code of Federal Regulations 328 to include navigable waterways, their tributaries, and adjacent wetlands. "Waters of the State", subject to oversight by the SWRCB and by the RWQCB with jurisdiction over the affected water, include isolated wetlands not covered by federal regulations. There are no wetlands, streams or other surface waters on or near the project site, which is located in a predominantly developed urban area. The nearest potential wetland areas are along the alignments of Bear Creek, approximately 500 feet to the south, and Pixley Slough, approximately 4,000 feet to the north. The project would have no physical impact on either stream, both of which are contained within levees. The project would have no impact on state or federally protected wetlands.

d) Fish and Wildlife Movement.

As noted, there are no streams on or near the project site, so the project would not affect fish or other species that may use streams as movement corridors. Given the nearby urban development and lack of natural habitat, it is unlikely that the project site would be used as a wildlife corridor. However, the SJCOG noted that potential nesting habitat is available for common birds that may be protected by the Migratory Bird Treaty Act (SJCOG 2020). Disruption of active nests or nesting behaviors of migratory birds by project construction would be a potentially significant impact.

The SJCOG has issued Incidental Take Minimization Measures for the project that would avoid or minimize impacts on migratory birds (see Appendix B). The project shall comply with these measures, which would reduce project impacts on nesting birds to a level that would be less than significant.

e) Local Biological Resource Requirements.

Stockton Municipal Code Chapter 16.130 addresses Heritage Trees, which are any valley oak, coast live oak, and interior live oak tree with a trunk diameter of 16 inches or more, measured at 24 inches above actual grade. No Heritage Trees have been identified on the project site. The City has no other applicable local biological resource requirements. The project would have no impact on local biological resource requirements.

f) Conflict with Habitat Conservation Plans.

As noted, the City participates in the SJMSCP. The project has been reviewed by SJCOG. The project applicant has paid the required development fees to SJCOG, and SJCOG has issued Incidental Take Minimization Measures that the project shall implement. No other habitat conservation plans apply to the project site. The project would have no impact related to habitat conservation plans.

3.5 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 pursuant to Section 15064.5?			✓	
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?		✓		
c) Disturb any human remains, including those interred outside of formal cemeteries?			✓	

NARRATIVE DISCUSSION

Environmental Setting

Stockton has more than 1,900 recorded cultural resources, ranging from prehistoric habitation sites to mid-20th century developments (City of Stockton 2018b). The project site is generally considered to be in Northern Valley Yokuts territory. Section 3.18, Tribal Cultural Resources, discusses potential project impacts on tribal cultural resources.

Euro-American contact began with infrequent excursions by Spanish explorers traveling through the Sacramento-San Joaquin Valleys in the late 1700s to early 1800s. The Spanish, and later Mexican, governments of California tried to encourage settlement by awarding large plots of land, called ranchos, to prominent men. The project site was part of one such grant, Charles M. Weber's El Campo de los Franceses. Weber founded the City of Stockton in 1850, and the City incorporated that same year. No cultural resource studies specific to the project site were conducted.

Stockton Municipal Code Section 16.36.050 states that if a historical or archaeological resource or human remains may be impacted by a development project requiring a discretionary land use permit, the Secretary of the Cultural Heritage Board shall be notified, any survey needed to determine the significance of the resource shall be conducted, and the proper environmental documents shall be prepared. In addition:

A. Historical Resources. Resources that have been identified as a landmark or part of a historic district in compliance with Chapter 16.220 (Cultural Resources) shall

require a certificate of appropriateness (Section 16.220.060) if any exterior changes to the resource are proposed.

B. Archaeological Resources. In the event that archaeological resources are discovered during any construction, construction activities shall cease, and the Community Development Department (Department) shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may occur in compliance with State and federal law.

C. Human Remains. In the event human remains are discovered during any construction, construction activities shall cease, and the County Coroner and Director shall be notified immediately in compliance with CEQA Guidelines 15064.5(d). A qualified archaeologist shall be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner shall notify the NAHC [Native American Heritage Commission] within 24 hours of this identification. The NAHC will identify the most likely descendent of the Native American to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Environmental Impacts and Mitigation Measures

a) Historical Resources.

The Envision Stockton 2040 General Plan EIR stated that Stockton has over 1,900 recorded cultural resources ranging from prehistoric habitation sites to mid-20th century developments. These resources include those registered in the National Register of Historic Places and the California Register of Historical Resources (City of Stockton 2018b). None of these resources were identified at the project site. Given the lack of any structures on the project site, project impacts on historical resources are considered to be less than significant.

b) Archaeological Resources.

There are no known archaeological resources on the project site. However, it is conceivable that excavation associated with the project could unearth archaeological materials that are currently unknown. This was a concern expressed by one of the local tribes (see Section 3.18, Tribal Cultural Resources). Procedures to address archaeological discoveries if they should occur are set forth in the mitigation measure below, consistent with Stockton Municipal Code Section 16.36.050. Implementation of this mitigation measure would reduce cultural resource impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-1: If any subsurface archaeological resources are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified archaeologist can examine these materials, initially evaluate their significance and, if

potentially significant, recommend measures on the disposition of the resource. The City shall be immediately notified in the event of a discovery. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City. Recommended measures could include, but are not limited to, 1) preservation in place, or 2) excavation, recovery, and curation by qualified professionals.

Significance After Mitigation: Less than significant

c) Human Burials.

Given development of the project site and vicinity, it is unlikely that any intact human burials would be encountered. However, should any human remains be encountered during project construction, construction activities could have a potentially significant adverse impact, especially if the remains are of Native American origin.

CEQA Guidelines Section 15064(e) sets forth procedures to be followed should any human remains be uncovered, with special requirements for burials determined to be Native American. Also, Stockton Municipal Code Section 16.36.050 has provisions related to the discovery and disposition of human remains. Compliance with these regulations would reduce impacts related to human burials to a level that would be less than significant. Refer to Section 3.18, Tribal Cultural Resources, for a discussion of potential impacts on tribal cultural resources, including Native American burials.

3.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

NARRATIVE DISCUSSION

Environmental Setting

Electricity is a major energy source for residences and businesses in California. In San Joaquin County, based upon the most recent information available, electricity consumption in 2019 totaled approximately 5,583 million kilowatt-hours, of which approximately 1,893 million kilowatt-hours were consumed by residential uses and the remainder by non-

residential uses (CEC 2021a). In 2019, natural gas consumption in San Joaquin County totaled approximately 259 million therms, of which approximately 89 million therms were consumed by residential uses and the remainder by non-residential uses (CEC 2021b). Motor vehicle use also accounts for substantial energy usage. The SJCOG estimated countywide daily VMT was 17,868,785 miles in 2015, which led to the consumption of approximately 511 million gallons of gasoline and diesel fuel (SJCOG 2018).

Environmental Impacts and Mitigation Measures

a) Project Energy Consumption.

Project construction would involve fuel consumption and use of other non-renewable resources. Construction equipment used for such improvements typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. Construction-related fuel consumption would be finite, short-term, and consistent with construction activities of a similar character. This energy use would not be considered wasteful, inefficient, or unnecessary.

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, since it generates no air pollutants. Electrical consumption by this equipment would be consistent with construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient, or unnecessary, especially since fossil fuel consumption would be reduced.

Project operations are expected to use little energy. The main energy use associated with project operations would be vehicle trips to and from the project site and security lighting. As mentioned in Section 3.3, Air Quality, the project is expected to generate approximately 102 trips daily, so vehicle fuel consumption would not be substantial. As noted in Section 3.1, Aesthetics, the Stockton Municipal Code requires energy-efficient exterior lighting. Streetlights installed as part of the project are not expected to consume energy in a manner considered wasteful, inefficient, or unnecessary. Project impacts related to energy consumption are considered less than significant.

b) Consistency with Energy Plans.

The City does not have adopted plans for renewable energy or energy efficiency. However, as discussed in a) above, the project is not expected to lead to wasteful, inefficient, or unnecessary consumption of energy. Project impacts related to energy plans would be less than significant.

3.7 GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause 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 a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect 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?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

NARRATIVE DISCUSSION

Environmental Setting

The project site in the San Joaquin Valley in central California near the Sacramento-San Joaquin River Delta. The San Joaquin Valley is filled with thick sedimentary rock sequences that were deposited as much as 130 million years ago. The sediments that form the Valley floor were derived largely from erosion of the Sierra Nevada. The Geologic Map of the Sacramento Quadrangle designates the underlying geology of the project site as the Modesto Formation (Wagner et al. 1981). The Modesto Formation, ranging in depth from 10 to 200 feet, consists primarily of sand, silt, and clay seams deposited by rivers (DWR 2014).

The topography of the project site is essentially flat. A custom soil survey downloaded from the Natural Resources Conservation Service website indicates there is only one soil type underlying the project site: Jacktone clay, 0 to 2 percent slopes. This is a somewhat poorly drained soil also formed in alluvium from mixed rock sources, and it is moderately deep to a hardpan. Permeability and runoff of Jacktone clay are slow, and the water erosion hazard is slight. The expansive ("shrink-swell") potential of this soil is high (SCS 1992; NRCS 2021).

There are no active or potentially active faults in the Stockton vicinity. The Stockton Fault is a south-dipping reverse fault that trends east-west across the Stockton area, but it has not been classified as an active fault by the California Geological Survey. The nearest active fault is the Greenville Fault, approximately 22 miles west-southwest of Stockton (City of Stockton 2018b). Portions of the Concord-Green Valley and Hayward fault zones, 35 and 50 miles west of Stockton, and the Calaveras fault zone, approximately 40 miles southwest of Stockton, have also been rated as active within the last 200 years. The project site, along with the rest of San Joaquin County, is subject to seismic shaking from these fault zones, as well as the San Andreas Fault farther to the west (San Joaquin County 2016).

Paleontological resources are fossils or groups of fossils that are unique, unusual, rare, uncommon, or important, and those that add to an existing body of knowledge in specific areas. Only a handful of specimens are within the Planning Area of the Stockton General Plan, and those have been identified as relatively recent (City of Stockton 2018b).

Environmental Impacts and Mitigation Measures

a-i) Fault Rupture Hazards.

As noted, there are no active or potentially active faults within or near the project site. The project site is not within or near a designated Alquist-Priolo Earthquake Fault Zone (California Geological Survey 2017). The project would have no impact related to fault rupture.

a-ii) Seismic Ground Shaking.

The project site is potentially subject to seismic shaking from active faults outside San Joaquin County. Project development must comply with applicable provisions of the adopted California Building Code, which includes seismic safety provisions that minimize ground shaking impacts. Implementation of the seismic provisions of the California Building Code would reduce project impacts related to ground shaking to a level that would be less than significant.

a-iii) Seismic-Related Ground Failure.

Geologic hazards include such phenomena as liquefaction and subsidence. Liquefaction generally occurs in areas where moist, fine-grained, cohesionless sediment or fill materials are subjected to strong seismic ground shaking. Under certain circumstances, seismic ground shaking can temporarily transform an otherwise solid, granular material to a fluid state. Neither the California Geological Survey nor the U.S. Geological Survey has mapped any

liquefaction hazard zones in the Stockton area (City of Stockton 2018b). Soils on the project site are clayey in nature.

Subsidence is the sinking of a large area of ground surface in which the material is displaced vertically downward, with little or no horizontal movement. Subsidence is not anticipated outside of the Sacramento-San Joaquin Delta area, of which the project site is not a part. Impacts related to ground failure would be less than significant.

a-iv) Landslides.

The project site is in a topographically flat area; as such, landslides would not occur. The project would have no impact related to landslides.

b) Soil Erosion.

The construction and grading associated with site preparation and construction of the project would temporarily increase the exposure of soils on the project site to water and wind erosion. Since construction activities are anticipated to disturb at least one acre of land area, the project would need to obtain a Construction General Permit from the SWRCB. The Construction General Permit would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer. The SWPPP would include implementation of Best Management Practices (BMPs) to avoid or minimize adverse water quality impacts from erosion and sedimentation. 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.

In addition, the City has a Storm Water Management Plan (SWMP) that requires implementation of construction Best Management Practices (BMPs) for erosion control, including limitations on disturbance and temporary soil stabilization through the use of mulch, seeding, soil stabilizers, and fiber rolls and blankets (see Section 3.10, Hydrology and Water Quality, for more information on the SWMP). Dust control measures noted in Section 3.3, Air Quality, would reduce potential wind erosion impacts of the project. With implementation of these measures, project impacts related to soil erosion would be less than significant.

c) Geologic Instability.

Existing soil and geological conditions on the project site are similar to those throughout most of the Stockton area. The project site and vicinity are topographically flat, so no landslides or lateral spreading would occur. As noted in a-iii) above, subsidence and liquefaction are unlikely to occur. The project would be constructed in accordance with the California Building Code, which has provisions designed to ensure stability of structures. The project would have no impact related to geological instability.

d) Expansive Soils.

As noted, Jacktone clay has a relatively high shrink-swell potential. Compliance with existing State and local laws and regulations such as the California Building Code and the

Stockton Municipal Code, along with the City's grading and building permit process, would ensure that the impacts associated with development on expansive soils are minimized to the extent practicable, reducing impacts to a level that would be less than significant.

e) Adequacy of Soils for Sewage Disposal.

The project proposes to connect to the City of Stockton's wastewater collection system. As such, no onsite sewage disposal systems would be installed, so adequacy of soils for such systems is irrelevant. The project would have no impact related to soil adequacy for sewage disposal.

f) Paleontological Resources.

As noted, only a handful of paleontological specimens have been found within the Stockton area. However, records of vertebrate fossils have been related to the Modesto Formation, which underlies the project site. Given project site development and the lack of resources identified in the Stockton area, it is unlikely that intact paleontological resources would be encountered. However, it is conceivable that currently unknown paleontological resources could be uncovered during project construction that involves deeper excavation. Mitigation described below would require work to be stopped when paleontological resources are uncovered until these resources can be evaluated by a qualified paleontologist and recommendations made for their proper disposition. Implementation of this mitigation measure would reduce paleontological resource impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

GEO-1: If buried paleontological resources are inadvertently discovered during ground-disturbing activities, work shall stop within 50 feet of the find until a qualified paleontologist can examine these materials, initially evaluate their significance and, if potentially significant, recommend measures on the disposition of the resource. The City shall be immediately notified in the event of a discovery. Prior to construction, construction personnel shall receive brief "tailgate" training by a qualified archaeologist in the identification of paleontological resources and protocol for notification should such resources be discovered during construction work.

Significance After Mitigation: Less than significant

3.8 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

A greenhouse gas (GHG) is a gas that absorbs and emits radiation within the thermal infrared range, trapping heat in the earth's atmosphere. There are several types of GHGs, which are both naturally occurring and generated by human activity. 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 climate change impacts occurring in the San Joaquin Valley include more intense and frequent heat waves, higher frequency of catastrophic floods, more intense and frequent drought, and more severe and frequent wildfires (Westerling et al. 2018).

GHG emissions in California in 2018, the most recent year for which data are available, were estimated at approximately 425 million metric tons CO_2e – a decrease of approximately 13% from the peak level in 2004. Transportation was the largest contributor to GHG emissions in California, with approximately 40% of total emissions. Other significant sources include industrial activities, with approximately 21% of total emissions, and electric power generation, both in-state and imported, with approximately 15% of total emissions (ARB 2020). Total GHG emissions from Stockton in 2005 were an estimated 2,360,932 metric tons CO_2e. Of the total emissions, approximately 48% percent came from on-road transportation and 33% came from building energy use (City of Stockton 2014).

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 2020, or an approximately 29% reduction from 2004 levels. In 2016, Senate Bill (SB) 32 became law. SB 32 extends the GHG reduction objectives of AB 32 by mandating statewide reductions in GHG emissions to levels that are 40% below 1990 levels by the year 2030. The State has adopted an updated Scoping Plan that sets forth strategies for achieving the SB 32 target, which is 260 million metric tons CO_2e. The updated Scoping Plan continues many of the programs that were part of the previous Scoping Plans, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies, along with a proposed 20% reduction in GHG emissions from refineries.

It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017).

The City of Stockton adopted a Climate Action Plan (CAP) in 2014. The CAP sets a GHG emission reduction target of 10% below 2005 GHG emission levels by 2020, or approximately 20.6% below 2020 "business as usual" GHG emissions (i.e., 2020 GHG emissions that are unmitigated), which is the level by which the State has set its emission reduction goal. Approximately 83% of the reductions needed to achieve the City's GHG reduction goal are achieved through state-level programs, and 17% are achieved through City-level programs. The largest GHG reductions identified are in building energy (both energy efficiency and renewable energy), transportation, and waste (City of Stockton 2014). At this time, the City's CAP has not set any GHG reduction targets beyond 2020, although the City is planning to update its community GHG inventory.

Environmental Impacts and Mitigation Measures

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

Estimates of GHG emissions of the project were developed using the CalEEMod program (see Section 3.3, Air Quality). Table 3-3 presents the results of the CalEEMod run.

TABLE 3-3
PROJECT GHG EMISSIONS

GHG Emission Type	**Unmitigated Emissions (metric tons CO_2e)**	**Mitigated Emissions (metric tons CO_2e)**
Construction[1]	234.5	234.5
Operational[2]	273.3	223.7

[1] Total GHG emissions for construction period.
[2] Annual emissions.
Source: California Emissions Estimator Model v. 2020.4.0.

"Mitigated emissions" are the result of project compliance with applicable laws, rules, and regulations, along with inclusion of project features that reduce GHG emissions. These include the following:

- Increase in diversity of land uses.
- The project site is approximately 0.6 miles from a transit stop.
- The project site is approximately six miles from downtown Stockton.
- The project would add sidewalks to the site.

- SB X7-7, enacted 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.

GHG construction emissions would be limited due to the length of time of construction activity; these emissions would cease once work is completed. Mitigated operational GHG emissions would be approximately 18.2% less than under business-as-usual (unmitigated) conditions.

The City does not have current GHG reduction objectives, which are in the process of being updated. For the purposes of this document, analysis of project impacts will be based on the provisions of the 2017 State Scoping Plan related to 2030 reduction targets. The Scoping Plan proposes various measures to achieve the 2030 target, most of which are State measures, such as use of the cap-and-trade program, the Short-Lived Climate Pollutant Plan, and achievement of the 50% renewable sources of electricity in the Renewables Portfolio Standard (see Section 3.6, Energy). Based on estimates in the 2017 Scoping Plan, State actions would account for 89.8% of GHG reductions needed by 2030, with local actions accounting for approximately 9.3% of reductions.

Applying this ratio to the percentage reduction for 2030, approximately 6.0% of the reduction from 2030 business-as-usual levels would be achieved by local measures, including the Development Review Process. Therefore, a project that can show GHG reductions greater than 6.0% can be said to be consistent with the reduction goals of SB 32. As noted, project GHG operational emissions would be approximately 18.2% less than business-as-usual levels, which would exceed the 6.0% local reduction share. Therefore, the project would be consistent with the reduction goals of SB 32.

The State of California has comprehensive GHG regulatory requirements, with laws and regulations requiring reductions that affect project emissions. The project is subject to several State regulations applicable to project design, construction, and operation that would reduce GHG emissions, increase energy efficiency, and ensure compliance with the Climate Change Scoping Plan (ARB 2017). Legal mandates to reduce GHG emissions from vehicles, for example, would reduce project-related vehicular emissions. Other mandates that would reduce GHG emissions include reducing per capita water consumption and imposing waste management standards to reduce methane and other GHGs from solid wastes. Also, as discussed in Section 3.6, Energy, the project would be subject to codes that require energy efficiency measures, which would reduce the amount of electricity produced by fossil fuels – a major source of GHG emissions.

Based on the information provided above, the project would be consistent with GHG reduction plans of the State and with the County General Plan policy on mitigation of GHG emissions. Project impacts related to consistency with GHG emission reduction plans would be less than significant.

3.9 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 or excessive noise for people residing or working in the project area?				✓
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		✓		
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

NARRATIVE DISCUSSION

Environmental Setting

Hazardous material sites of all statuses are recorded in the GeoTracker database, maintained by the SWRCB, and the EnviroStor database, maintained by the Department of Toxic Substances Control (SWRCB 2021, DTSC 2021a). A search of both databases revealed no active hazardous material sites are recorded on the project site or in the project vicinity. The EnviroStor database recorded one cleanup of a nearby site – Podesta Ranch Elementary School. Soil samples taken on the school site, prior to school construction, indicated elevated levels of lead and chlordane (a pesticide) associated with past agricultural uses of the area. A Removal Action Workplan for the site was approved in 2007 and implemented and

completed the same year. In 2008, DTSC determined the removal action was completed and that no further action was required (DTSC 2021b).

There is no existing testing data for the site, and no site-specific Environmental Site Assessment has been completed for the site.

Various federal and State laws and regulations cover the transportation, storage, and disposal of hazardous materials. The Unified Hazardous Waste and Hazardous Management Regulatory Program, enacted in 1993, is a state and local effort to consolidate, coordinate, and make consistent existing programs regulating hazardous waste and managing hazardous materials. The Unified Program is implemented at the local level by a Certified Unified Program Agency. The San Joaquin County Environmental Health Department was approved by the State as the Certified Unified Program Agency for the County and its incorporated cities. The County Environmental Health Department has the primary responsibility to enforce most regulations regarding hazardous materials in the area, while the Stockton Fire Department Hazardous Materials Team acts as first responder to hazardous material incidents.

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 in the County (CalEPA 2021a). Likewise, a list by SWRCB containing sites under Cease and Desist Orders and Cleanup and Abatement Orders showed no locations on or near the project site (CalEPA 2021b).

The nearest public use airport to the project site is Lodi Airpark, approximately 2.6 miles to the north. Lodi Airpark does not offer scheduled passenger air service. An Airport Land Use Compatibility Plan (ALUCP) for Lodi Airpark and other County airports, except for Stockton Metropolitan Airport, was adopted by the County in 2009. The ALUCP delineated safety zones surrounding the airport and identified compatible land use for each safety zone. It also identified an Airport Influence Area, which identifies an area within which development projects are subject to review by the County Airport Land Use Commission. SACOG functions as the County Airport Land Use Commission.

Wildfires are a potential hazard in many parts of San Joaquin County. High hazard areas in the County for wildland fires are the grass-covered areas in the east and the southwest foothills (San Joaquin County 2016a). The project site is not within these areas. Section 3.20, Wildfire, discusses wildfire issues in more detail.

Environmental Impacts and Mitigation Measures

a) Hazardous Material Transportation, Use, and Storage.

The project proposes development of a self-storage facility. Hazardous materials that are likely to be used and stored on the project site would include cleaning products used as a part of facility maintenance. None of these hazardous materials would be stored or used in large quantities. Hazardous materials storage by storge unit renters will be prohibited by site management.

Facilities that store significant amounts of hazardous materials are required to prepare a Hazardous Material Business Plan that would be submitted to the County Environmental Health Department. The Hazardous Material Business Plan must be prepared by any facility that handles a hazardous material, or mixture containing a hazardous material, of a quantity at any one time during the reporting year equal to or greater than 55 gallons for liquids, 500 pounds for solids, or 200 cubic feet for a compressed gas. None of the hazardous materials to be used by the project are anticipated to be handled or stored in such quantities.

An Administrative Use Permit in compliance with Stockton Municipal Code Chapter 16.172 is required for any new commercial, industrial, institutional, or accessory use, or major addition (over 10 percent) to an existing use within 1,000 feet of a residential zoning district that involves the manufacture, storage, handling, or processing of hazardous materials in sufficient quantities that would require permits as hazardous materials. The project does not seek an Administrative Use Permit for the storage of hazardous materials. Project impacts related to transport, use, or storage of hazardous materials would be less than significant.

b) Upset and Accident Conditions.

Construction activities on the project site may involve the use of hazardous materials typical for such activities, such as fuels and solvents, and thus create a potential for hazardous material spills. Construction and maintenance vehicles would transport and use fuels in ordinary quantities. Fuel spills, if any occur, would be minimal and would not typically have significant adverse effects. In accordance with SWPPP requirements (see Section 3.7, Geology and Soils), contractors have absorbent materials at construction sites to clean up minor spills. As noted in a) above, no hazardous materials would be used or stored in large quantities at the project site once construction work is completed. Project impacts related to potential upset or accident conditions would be less than significant.

c) Release of Hazardous Materials near Schools.

The Podesta Ranch Elementary School is within one-quarter mile of the project site. However, as noted in a) above, the project would not involve use or storage of hazardous materials in large quantities. As noted in b) above, localized spills of hazardous materials could occur during project construction. Any such spills would be cleaned up as they occur, and the hazardous materials used during project construction are not considered acutely hazardous. Construction work occurring near the school would not be prolonged and would cease once work is completed. Project impacts on releases of hazardous materials near schools would be less than significant.

d) Hazardous Material Sites.

As noted, a search of the GeoTracker and EnviroStor databases, along with SWRCB lists, did not identify any active hazardous material sites on or near the project site. As was documented at the nearby Podesta school site, elevated levels of agricultural chemical residues remain from past agricultural activities, which could also be the case on the project site. A review of historical Google Earth photographs of the project site does not indicate any agricultural use for approximately 30 years. However unlikely, agricultural chemical

residues may exist on the site, and project impacts related to hazardous material sites would be potentially significant.

Level of Significance: Potentially significant

Mitigation Measures:

HAZ-1: Prior to final site plan approval, the project applicant shall retain a qualified environmental professional to conduct soil testing to determine the potential presence of soil contamination on the project site. If testing reveals hazardous levels of agricultural chemical residues, the environmental professional shall make recommendations for remediation needed to reduce contamination to acceptable levels for the proposed land use. Recommendations shall be implemented by the applicant.

Significance After Mitigation: Less than significant

e) Public Airports.

As noted, the nearest public airport, Lodi Airpark, is approximately 2.6 miles to the north. The project site is not within any of the airport's safety zones, and it is outside the Airport Influence Area, as indicated in the ALUCP for the airport (Coffman Associates 2009). The project would not place residents or businesses in an area potentially subject to hazards from airport operations. The project would have no impact related to public airports.

f) Emergency Response and Evacuations.

The project would not obstruct any public street once construction is completed. Project construction work would mostly occur on the project site. The project would involve improvement of the frontage of Grider Way and connections to buried utility lines beneath this road. However, Grider Way is a relatively narrow two-lane road, and any construction work done in this road could significantly restrict traffic flow and access for emergency vehicles. Mitigation presented below would require pre-construction planning to ensure that access would be maintained during project construction thereby reducing impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

HAZ-2: Prior to the start of project construction, the applicant's contractor shall prepare and implement a Traffic Control Plan, which shall include such items as traffic control requirements, public notification of access closure, and daily access restoration. The contractor shall specify dates and times of road closures or restrictions, if any, and shall ensure that adequate access will be provided for emergency vehicles. The Traffic Control Plan shall be reviewed and approved by the City Department of Public Works

and shall be coordinated with the Stockton Fire and Police Departments if construction will require road closures or lane restrictions.

Significance After Mitigation: Less than significant

g) Wildland Fire Hazards.

The project site is within a developed urban area. There are no wildlands on or near the project site. Moreover, the proposed development, with its buildings and pavement, would eliminate the existing fire hazard of the site by eliminating existing brush cover. The project would have no impact related to wildland fire hazards. Section 3.20, Wildfire, discusses this issue in more detail.

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

NARRATIVE DISCUSSION

Environmental Setting

The project vicinity is a developed area that is covered mostly with impervious surfaces, with the exception of agricultural lands to the east, east of Lower Sacramento Road. There are no surface streams or other bodies of water on or adjacent to the project site. The nearest surface water is Bear Creek, approximately 500 feet to the south of the site (see Section 3.4, Biological Resources).

The project site is within the Eastern San Joaquin County Groundwater Subbasin of the San Joaquin Valley Groundwater Basin. According to the most recent information available, groundwater in the project area is approximately 40 feet below ground surface (San Joaquin County FCD 2018). Recharge to the groundwater system in the Stockton area primarily is from percolation of irrigation return water, precipitation, seepage from reservoirs and rivers, and urban runoff.

In 2014, the California Legislature passed the Sustainable Groundwater Management Act, part of which requires Groundwater Sustainability Plans for critically overdrafted basins to be adopted by January 31, 2020. The Eastern San Joaquin County Groundwater Subbasin is designated a critically overdrafted basin, and a Groundwater Sustainability Plan for the Subbasin was submitted to the California Department of Water Resources on January 29, 2020. The goal of the Groundwater Sustainability Plan is to achieve sustainable groundwater management of the Subbasin on a long-term average basis by increasing recharge and/or reducing groundwater pumping, while avoiding undesirable results such as degraded water quality and declining groundwater levels. The Subbasin will achieve sustainability by implementing water supply projects such as direct and in-lieu recharge, intra-basin water transfers, demand conservation, water recycling, and stormwater reuse (ESJGA 2019).

Potential flooding hazards are designated on maps prepared by the Federal Emergency Management Agency (FEMA). FEMA maps focus on areas potentially subject to inundation by a 100-year flood (i.e., a flood of such magnitude that occurs on average once every 100 years). According to FEMA Map Panel 06077C0315F, the project site is in Zone X (FEMA 2009). Zone X indicates the project site is at reduced risk from a 100-year flood due to a levee. The project site is not within a 100-year floodplain, which is considered a Special Flood Hazard Area.

SB 5 and related State legislation requires future development to consider the 200-year flood event (i.e., a flood of such magnitude that occurs on average once every 200 years) within certain Central Valley geographies, with a focus on areas subject to a 200-year flood of three feet or more in depth. Based on information in the Stockton General Plan, the project site would not be subject to a 200-year flood at a depth of three feet or greater (City of Stockton 2018a).

Environmental Impacts and Mitigation Measures

a) Surface Waters and Water Quality.

As noted above, there are no streams or other bodies of water on or near the project site. Project construction, with associated ground disturbance, could lead to the conveyance of sediments in storm water; such sediments would be directed to the City storm drainage system and potentially to surface waters. As described in Section 3.7, Geology and Soils, construction that causes one acre of ground disturbance or more is required to obtain a Construction General Permit, which contains provisions designed to reduce impacts on water quality.

Storm water regulation is established in the area-wide municipal separate storm sewer system (MS4) permit system, administered by the SWRCB. The City of Stockton has adopted and currently implements its MS4 program in accordance with Central Valley Regional Water Quality Control Board Order No. R5-2016-0040-2. As part of its MS4 program, the City has adopted a SWMP (see Section 3.7, Geology and Soils). The SWMP addresses the storm water quality effects of development, including construction and post-construction activity. It consists of a variety of programs, including controls on illicit discharges, public education, controls on City operations, and water quality monitoring (City of Stockton 2009). Project design is required to be consistent with the City's MS4 program, so the project is not expected to significantly affect water quality once it is completed.

The project would be constructed in an area that is already developed and paved, with storm drainage systems in place. Proposed building and paving would reduce existing percolation of runoff and associated groundwater recharge. Loss of recharge would be offset by SWMP requirements to reduce the volume of runoff during storm events in conjunction with water quality protection. Because of this, the project is not expected to contribute adversely to surface or groundwater quality effects. Project impacts on surface and groundwater quality would be less than significant.

b) Groundwater Supplies and Recharge.

The project would require only minimal use of water; therefore, it would not place substantial demands on surface or groundwater supplies used by the City or other agencies. The proposed project would increase the impervious surface area on the site. However, the project would comply with City requirements regarding storm water, including Low Impact Development approaches and applicable Best Management Practices, consistent with the requirements of the General Plan and GPEIR. Project impacts on groundwater recharge would be less than significant.

c-i, ii) Drainage Patterns.

The project site is currently undeveloped and generally flat. There is no indication of any defined drainage patterns on the site. Proposed development of the project site would alter existing storm drainage patterns, due to grading and the installation of pavement and storm drainage facilities. As part of its MS4 program, the City has adopted a SWMP that addresses the storm water quality effects of development, including construction and post-construction

activity. Project design is required to be consistent with the City's MS4 program, so alterations of drainage patterns are not expected to cause onsite or offsite erosion or siltation, nor would it cause onsite or offsite flooding. Project impacts related to drainage patterns would be less than significant.

c-iii) Runoff.

As noted in c-i, -ii) above, the project would change runoff peak flows and volumes, due to the introduction of impervious surfaces such as buildings and parking areas. The City has adopted a Storm Water Quality Control Criteria Plan that identifies a range of post-construction BMPs that must be incorporated into development plans. BMPs include provisions for control of storm water volumes such that peak existing discharges are not exceeded. Volume control can be achieved through a combination of low-impact development and specific volume control measures. Post-construction BMP requirements are contained in City ordinances that require compliance with the plan. Compliance with the provisions of the Storm Water Quality Control Criteria Plan, including all applicable BMPs, would reduce impacts related to runoff to a level that would be less than significant.

c-iv) Flooding Hazards.

As noted, the FEMA map for the project site designates the site within Zone X, which indicates the project site is at reduced risk from a 100-year flood due to a levee. FEMA generally designates areas at risk from a 100-year flood within Zone A or a variant thereof. Since the project site is not within Zone A, it is not considered by FEMA standards to be within a Special Flood Hazard Area. Also as noted, the project site is not within a designated 200-year floodplain that would flood at least three feet in depth. The project would not change existing flood risks. The project would have no impact related to flooding hazards.

d) Release of Pollutants in Flood, Tsunami, or Seiche Zones.

As described in c-iv) above, the project site is not within a 100-year floodplain or a 200-year floodplain that would flood to a depth of at least three feet. The project is not near any large bodies of water, so it would not be subject to seiches or tsunamis. The project would not introduce any large quantities of hazardous materials (see Section 3.9, Hazards and Hazardous Materials), and flood flows are unlikely to occur. The project would have no impact related to release of pollutants in flood, tsunami, or seiche zones.

e) Conflicts with Water Quality or Groundwater Management Plans.

As noted in a) above, the project would be subject to the City's MS4 permit program, which is designed to minimize impacts on water quality. As noted in b) above, the project would not affect groundwater resources or supplies, so the project would not affect implementation of the Groundwater Sustainability Plan for the Eastern San Joaquin Subbasin nor hinder the attainment of its objectives. Project impacts related to water quality or groundwater management plans would be less than significant.

3.11 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) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

NARRATIVE DISCUSSION

Environmental Setting

The project site is currently vacant land except for its southern portion, which is occupied by two commercial buildings. It is bounded on the north and west by existing residential development. East of the project site is Lower Sacramento Road, a two-lane roadway. South of and adjacent to the project site is Grider Way, a two-lane local street.

The project vicinity consists of residential development to the north and west, along with Podesta Ranch Elementary School. To the south, across Grider Way, are two more commercial buildings, both occupied, and vacant land. To the east, across Lower Sacramento Road, is the Lower Sacramento Plaza commercial development, and beyond that is agricultural land.

The project site is currently within the jurisdiction of San Joaquin County. As such, the project site is subject to the San Joaquin County General Plan. The County General Plan provides guidance to future development of lands within unincorporated San Joaquin County. The project site is currently designated by the County General Plan as Agricultural-Urban Reserve. This designation generally applies to areas currently undeveloped or used for agricultural production that are in the logical path of development around an Urban Community or City Fringe Area. This designation may be applied to areas adjacent to cities and in City Fringe Areas if: 1) the area identified is designated for urban development in a city general plan, and 2) the County determines that the area represents a reasonable expansion of a city. The project site is subject to the County's existing zoning. The current County zoning of the majority of the project site is C-C - Community Commercial. As noted in Section 3.2, Agriculture and Forestry Resources, APN 070-570-13 and a portion of APN 070-140-35 is zoned by the County as AU-20, Agriculture-Urban Reserve. The County granted the project Site Approval (Application #PA2000188) effective May 1, 2021 subject to conditions.

The project site is within the Planning Area of the Stockton General Plan 2040, the City's Urban Service Boundary, and its 10-Year Planning Horizon Area. The Stockton General Plan 2040 designates the project site as Commercial. As part of the proposed annexation, the City proposes to pre-zone the project site as CG (Commercial, General). The CG zone is

consistent with the Commercial land use designation of the Stockton General Plan 2040. It is applied to areas appropriate for a wide variety of general commercial uses, including retail, personal and business services; commercial recreational uses; and a mix of office, commercial, and/or residential uses. The proposed self-storage facility is an allowed use in the CG zone with approval of an Administrative Use Permit (Stockton Municipal Code Section 16.20.020).

The San Joaquin LAFCo is the responsible agency for proposed reorganizations for cities and special districts within San Joaquin County; as such, it would review and decide on the proposed annexation of the project site. LAFCo's review encompasses the consistency of the project with State statutes and policies, particularly the Cortese-Knox-Hertzberg Local Government Reorganization Act, as well as its own adopted policies. In determining the appropriateness of a proposed annexation, LAFCo considers if the project would constitute a logical expansion of a city boundary and if a proposed annexation area would be provided with public utilities and services in an efficient manner. LAFCo's policies with respect to proposed annexations are specified in its Change of Organization Policies and Procedures, adopted in 2007 and subsequently amended (San Joaquin LAFCo 2012). As an agency with approval authority over the project, LAFCo is a Responsible Agency under CEQA and would use this IS/MND in its decision-making process.

The State has enacted legislation that seeks to address the adverse environmental impacts of projects that disproportionately affect minority and/or lower income communities, particularly those already burdened with environmental problems. The California Office of Environmental Health Hazard Assessment has developed the California Communities Environmental Health Screening Tool (CalEnviroScreen) to identify "environmental justice" or "disadvantaged" communities. CalEnviroScreen measures pollution and population characteristics using 20 indicators such as air and drinking water quality, waste sites, toxic emissions, asthma rates, and poverty. It applies a formula to each U.S. Census tract in California to generate a score that rates the level of cumulative impacts on each area. A census tract that scores in the top 25% is considered a disadvantaged community. The project site is within Census Tract 6077003208. According to CalEnviroScreen, the overall score for this census tract is not within the top 25%; therefore, the project site is not within a disadvantaged community (OEHHA 2021).

Environmental Impacts and Mitigation Measures

a) Division of Established Community.

The project proposes a commercial development on vacant land on a site designated for commercial development. Although the project site is adjacent to a residential area, it is also adjacent to existing commercial development. No other residential areas have been designated in the vicinity. The project would not divide an established community and therefore would have no adverse impact on this issue.

The project would provide personal storage facilities in relative proximity to extensive areas of residential development between Lower Sacramento Road and Interstate 5, south of Eight Mile Road. There are no other existing personal storage facilities in the area north of Mosher

Slough. The availability of new personal storage facilities may be viewed as a contribution to the existing community

b) Conflicts with Land Use Plans, Policies, and Regulations.

The project proposes to annex the project site to the City of Stockton. As noted, the project site is currently designated by the County General Plan as Agricultural-Urban Reserve, which applies to areas that are in the logical path of development around an urban community. The project site is within a developing urban area of Stockton; as such, the existing Agricultural-Urban Reserve designation is appropriate to proposed project development. The project site is currently designated Commercial under the Stockton General Plan.

Upon annexation, the site would be pre-zoned to CG General Commercial, which is consistent with the existing Stockton General Plan designation, and the proposed project development would be consistent with both. The project would not involve any conflict with the Stockton General Plan or zoning.

Frontage improvements along Grider Way will require widening of the existing street section in order to comply with City improvement standards, which will involve dedication of right-of-way along the project site frontage on Grider Way and acquisition of right-of-way from the existing commercial properties that front on Grider Way, which will also be the responsibility of the applicant. The need for right-of-way dedication and acquisition will be determined by joint City/applicant design effort to minimize the improvement width. From preliminary discussions with City staff, widening will affect the existing parking area of these properties, but that the needed improvements can be accomplished without significant impact to on-site circulation patterns or loss of parking capacity.

This IS/MND discusses potential impacts on the environment and prescribes mitigation of potentially significant environmental impacts. No impacts have been identified that cannot be mitigated to a level that would be less than significant. Also, this IS/MND has identified existing land use plans, policies, and ordinances potentially applicable to the project. These plans, policies, and ordinances either do not apply to the project, or the project would comply with them, thereby eliminating potential conflict. The project also would not conflict with State legislation designed to minimize environmental impacts on disadvantaged communities.

The project site is adjacent to the City limits of Stockton. The site is also adjacent to City facilities such as water and sewer lines and would require no extension of utility lines to obtain service. As such, the proposed annexation of the project site would be consistent with LAFCo policies. Overall, project impacts related to land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.

3.12 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

Mineral resources within San Joaquin County are primarily sand, gravel, and other construction material deposits in the alluvial portion of the valley floor. Sand and gravel deposits have been identified along the Stanislaus River in San Joaquin and Stanislaus Counties from Ripon to the Stanislaus/Tuolumne County line (DMG 1977). Portland cement concrete aggregate deposits also have been identified within San Joaquin County; however, none are located on the project site (DMG 1988).

Oil and natural gas deposits have been identified throughout the Central Valley. Deposits in the Stockton area are predominantly natural gas. The project site is within the Harte natural gas field, which is now abandoned. The nearest active field is the Rindge Tract natural gas field, approximately four miles southwest of the project site (DOGGR 2021).

Environmental Impacts and Mitigation Measures

a, b) Availability of Mineral Resources.

As described above, there are no identified mineral resources areas nor active mining operations on or near the project site. The project site is within a natural gas field that has been abandoned. Therefore, the project would not affect the availability of, or access to, any known or locally designated mineral resources. The project would have no impact on mineral resources.

3.13 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

NARRATIVE DISCUSSION

Environmental Setting

Assessment of noise impacts focuses on project-related changes in the "ambient" noise level, which is the general noise level in a project area. The main source of noise in the project vicinity is train traffic on the adjoining track to the northeast and motor vehicle traffic on Lower Sacramento Road, with a lesser noise source being traffic on Grider Way. Lower Sacramento Road is classified as an arterial by the Stockton General Plan. The Stockton General Plan 2040 EIR indicates that traffic on the segment of Lower Sacramento Road between Eight Mile Road and Bear Creek – the segment on which the project site is adjacent – generates noise at a level of 68.9 decibels (dB) 50 feet from the road centerline. The 60-dB noise contour was estimated to extend 196 feet from centerline (City of Stockton 2018b). No noise data are available for Grider Way, a local street that does not have substantial traffic volumes. Noise data for the railroad track are also not available.

The main concern regarding noise impact is its impact on noise-sensitive land uses. Noise-sensitive land uses are defined in Stockton Municipal Code Section 16.60.040 as residences, childcare and educational facilities, libraries and museums, lodging, and medical services. As noted, the project site is near residential areas and Podesta Ranch Elementary School.

Stockton Municipal Code Section 16.60.040 establishes the City's standards concerning acceptable noise levels for new or expanded commercial, industrial, and other land use-related noise sources. Land use-related projects that will create new noise sources or expand existing noise sources shall be required to mitigate their noise levels so that the resulting noise does not adversely impact noise-sensitive land uses; and does not exceed the standards specified in Table 3-4 below.

TABLE 3-4
CITY OF STOCKTON LAND USE-RELATED NOISE STANDARDS

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

Source: Stockton Municipal Code Section 16.60.040.

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. Construction equipment is another potential source. Caltrans has prescribed a methodology for evaluating groundborne vibration impacts from construction related to potential damage to structures, based on transient sources (e.g., blasting, drop balls) or continuous/frequent intermittent sources such as impact and vibratory pile drivers, vibratory compaction equipment (Caltrans 2013). Measurements of groundborne vibrations are presented in peak particle velocity, with the unit of measure being inches per second. Table 3-5 presents thresholds for impacts related to groundborne vibration, based on the Caltrans methodology.

TABLE 3-5
GROUNDBORNE VIBRATION THRESHOLDS

	Maximum Peak Particle Velocity (in/sec)	
Guidelines for:	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Structure and Condition		
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Human Response		
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.1
Severe	2.0	0.4

Source: Caltrans 2013.

a) Generation of Noise Exceeding Local Standards.

The main source of noise anticipated with project operations would be traffic entering and exiting the facility site. As discussed in Section 3.17, Transportation, the number of trips to and from the project site would be low – approximately 102 trips per day. As such, the project would not generate a substantial amount of noise from its operations.

Noise from construction activities is the primary noise of concern associated with the project. Table 3-6 shows noise levels that could be generated by construction equipment. Construction activities near residences, schools, and libraries could generate noise at levels that exceed City noise standards for these land uses. Mitigation described below would limit construction hours and require the use of mufflers, thereby reducing construction noise impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

NOISE-1: The following measures shall be implemented to minimize noise impacts at sensitive receptors (i.e., residences and schools) during construction:

- Construction activities shall be limited to the hours from 7:00 a.m. to 6:00 p.m. on all working days. Construction work shall not occur on Sundays and federal holidays.
- Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).
- Turn off idling equipment when not in use for more than five (5) minutes.

Significance After Mitigation: Less than significant

b) Exposure to Groundborne Vibrations.

The project may generate groundborne vibrations from construction equipment use. As noted, land uses sensitive to noise are located near the project site. These land uses would also be sensitive to groundborne vibrations. Groundborne vibrations from project construction would cease once work is completed; nevertheless, groundborne vibrations could significantly affect sensitive land uses.

TABLE 3-6
CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: FHWA 2006.

The largest construction equipment likely to be used would be a large bulldozer, which would generate vibrations at a peak particle velocity of 0.089 inches per second at 25 feet (City of Stockton 2018b). Based on Caltrans standards provided in Table 3-5 above, the vibrations generated would be less than thresholds for structural damage or human perception. After construction work is completed, no groundborne vibrations are expected to be generated. Project impacts related to groundborne vibration would be less than significant.

c) Public Airport and Private Airstrip Noise.

As noted in Section 3.9, Hazards and Hazardous Materials, the nearest public airport is Lodi Airpark, approximately 2.6 miles to the north. The project site is outside the noise contours delineated in the Airport Land Use Compatibility Plan for the airport (Coffman Associates 2009). There are no private airstrips in the project vicinity. The project would not lead to the placement of residents or employees who could potentially be exposed to noise from any source. The project would have no impact related to airport or airstrip noise.

3.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓

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

NARRATIVE DISCUSSION

Environmental Setting

The 2020 U.S. Census indicates that the population of Stockton is 312,682, an increase of approximately 7.2% from its 2010 U.S. Census population of 291,707. As of the 2020 U.S. Census, Stockton had an estimated 104,720 housing units (U.S. Census Bureau 2020). Based on estimates from the California Department of Finance, single-family detached units (typical houses) accounted for approximately 64.5% of total housing units in Stockton (California Department of Finance 2021).

Environmental Impacts and Mitigation Measures

a) Unplanned Population Growth.

The project proposes construction of a storage facility. It would not construct additional housing, nor would it indirectly encourage development that may lead to population growth beyond that anticipated in the Stockton General Plan. As noted, the project would be consistent with the Stockton General Plan designation of the project site, which is Commercial. The project vicinity is already substantially developed, and any future development would occur in accordance with the Stockton General Plan, which designated remaining vacant land in the area for other commercial development. The project would have no impact related to unplanned population growth.

b) Displacement of Housing or People.

The project site is vacant; it has no existing housing. No housing or residents would be displaced because of any work associated with the project. The project would have no impact related to displacement.

3.15 PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of, or the 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:				
i) Fire protection?			✓	
ii) Police protection?			✓	

iii) Schools?				✓
iv) Parks?				✓
v) Other public facilities?				✓

NARRATIVE DISCUSSION

Environmental Setting

Currently, the project site is within the boundaries of the Lincoln Rural County Fire Protection District, which covers most of the unincorporated lands in the north Stockton area and contracts with the Stockton Fire Department for services. Police protection services are currently provided by the San Joaquin County Sheriff's Department, which has its main station and the County Jail in the community of French Camp.

Upon annexation, fire protection services for the project would be provided by the Stockton Fire Department, and police protection services would be provided by the Stockton Police Department. The Stockton Fire Department provides fire protection, fire prevention, and paramedic emergency medical services to the City of Stockton. The closest Fire Department station to the project site is Station 14 at 3019 McNabb Street, approximately 1.7 miles west of the project site. Station 14 is equipped with one engine and a grass fire rig (City of Stockton 2020).

The Stockton Police Department's Main Precinct, at 22 East Market Street approximately five miles northwest of the project site, is where field services are located. Central Services, located at 22 East Weber Street, houses investigations and support services. The service area of the Police Department, entirely within City limits, is organized into six Community Policing Districts. The project site is adjacent to the Bear Creek Community Policing District, which covers northwestern Stockton.

The project site is within the boundaries of the Stockton Unified School District. Podesta Ranch Elementary School, part of the Stockton Unified School District, is located less than one-quarter mile west of the project site. The Stockton-San Joaquin County Public Library system provides library services to the City and County. The nearest branch is the Margaret K. Troke Library at 502 West Benjamin Holt Drive, approximately 2.3 miles south of the project site.

The City of Stockton provides park and recreational services within its City limits, managed by its Community Services Department. The nearest City park to the project site is Dentoni Park, approximately one mile to the southwest. Section 3.16, Recreation, discusses nearby park facilities in more detail.

a-i) Fire Protection.

The project proposes the construction of a self-storage facility, which will result in an increment of additional demand for fire protection services above existing conditions. However, as discussed above, the project site is already served by the Stockton Fire Department, which provides fire protection services under contract with the Lincoln Rural County Fire Protection District. Also, as noted in Section 3.9, Hazards and Hazardous Materials, development of the project site would eliminate the fire hazard associated with existing site conditions.

The project would be required to comply with the provisions of the 2019 California Fire Code adopted by the City. The California Fire Code contain provisions designed to improve fire safety in structures, including installation of sprinkler systems, alarm systems, and portable fire extinguishers, along with requirements for hydrants and fire flows. In addition, the Stockton Fire Department has specific requirements, such as fire apparatus turning radii and hydrant spacing, that would be attached as conditions of approval to the project.

Given the above, it is expected that the project would not place additional demands such that the Stockton Fire Department would be required to construct new or expanded fire protection facilities that could have environmental impacts. The project would, however, be required to participate in the funding of new fire stations by paying Public Facility Fees to the City. Public Facility Fees are intended to be used for future construction of Fire Department facilities required by urban expansion. Given all this, project impacts related to fire protection services would be less than significant.

a-ii) Police Protection.

Development of the project would result in an increment of additional demand for police protection services above existing conditions. The Stockton Police Department currently patrols nearby developed areas that are within the City limits; such patrols can be readily extended to the project site.

The Police Department has indicated there will eventually be a need for new police facilities as growth continues in the City, particularly in northern Stockton (City of Stockton 2020). The project itself would not trigger the need for new police facilities, but construction of such facilities when required in the future would have potential for environmental impacts. The Stockton General Plan 2040 EIR analyzed the potential environmental impacts of new police and other capital facilities. It stated that the estimated timing or location of such facilities, if required, or the exact nature of these facilities are not known, so project-specific environmental impacts that would occur from their construction and operation cannot be determined at this time. However, such facilities would require permitting and review in accordance with CEQA, which would ensure that any environmental impacts are disclosed and mitigated to the extent possible (City of Stockton 2018b). The Stockton Municipal Service Review confirmed that new police facilities would likely be required in the future and that the City will review future projects on an individual basis and will require City compliance with requirements (e.g., impact fees) in effect (City of Stockton 2020).

The project would be required to pay Public Facility Fees to the City that would be applied to future construction or renovation of Police Department facilities required by urban expansion. Future facilities would be subject to CEQA review. With payment of these Public Facility Fees, impacts on police protection services would be less than significant.

a-iii) Schools.

As noted in Section 3.14, Population and Housing, the project would not construct residences that would encourage population growth in the area. Because of this, the project would not create additional demand for school services. No new or expanded school facilities that could have environmental impacts would be required. The project would have no impact on this issue.

a-iv) Parks.

The project would not create additional demand for parks. No new or expanded facilities that could have environmental impacts would be required. The project would have no impact on this issue.

a-v) Other Public Facilities.

The project would not create additional demand for other public facilities, such as libraries. No new or expanded facilities that could have environmental impacts would be required. The project would have no impact on this issue.

3.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?				✓
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				✓

NARRATIVE DISCUSSION

Environmental Setting

As noted in Section 3.15, Public Services, the City of Stockton provides park and recreational services within its City limits, managed by its Community Services Department. The City owns and operates 66 parks, along with accessible open space, special purpose facilities, and trails. As mentioned in Section 3.15, Public Services, the nearest City park is Dentoni Park,

approximately one mile southwest of the project site. Dentoni Park, a 9.5-acre neighborhood park, is equipped with picnic tables, a barbeque facility, a tot lot, horseshoe pits, two tennis courts, a softball field, and a basketball court.

Parks and recreational facilities in the unincorporated areas are managed by San Joaquin County Parks and Recreation. Oak Grove Park, located at 4520 West Eight Mile Road, is a regional park approximately 2.5 miles northwest of the project site. Oak Grove Park contains 10-acre Oak Grove Lake, which is stocked with catfish and trout for fishing; paddle boats and aqua cycles are available for rent. It also has a nature center, two nature trails, and a youth campground. Other nearby recreational facilities include the Elkhorn County Club, a private golf course approximately 0.4 miles north of the project site.

Environmental Impacts and Mitigation Measures

a, b) Recreational Facilities.

As noted in Section 3.14, Population and Housing, the project would not construct residences that would encourage or accommodate new population growth in the area. Because of this, it would not create additional demand for recreational facilities, nor would it increase the use of existing facilities. No new or expanded facilities that could have environmental impacts would be required. The project would have no impact on this issue.

3.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			✓	
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?				✓
c) Substantially increase hazards to a geometric design feature (e g., sharp curves or dangerous intersections) or incompatible uses (e g, farm equipment)?				✓
d) Result in inadequate emergency access?				✓

NARRATIVE DISCUSSION

Environmental Setting

The project site is bounded by two roadways. Lower Sacramento Road, east of the project site, is a regional arterial road that connects Stockton with the communities of Lodi and Woodbridge to the north. It is a two-lane roadway near the project site. At the intersection

with Grider Way, Lower Sacramento Road has left-turn pockets in both directions and a right-turn pocket and acceleration lane in the southbound direction. Arterials are high-volume roadways that connect the regional roadway network to the local roadway network. The segment of Lower Sacramento Road adjacent to the project site passes beneath the nearby Union Pacific Railroad tracks. Because of this, no direct access to the project site is available from Lower Sacramento Road.

Grider Way is a narrow, two-lane local street that forms most of the southern boundary of the project site. Access to and from the project site would be from this road. Grider Way connects Lower Sacramento Road traffic to the residential areas and Podesta Ranch Elementary School north and west of the project site via Whistler Way, and to other commercial buildings in the project vicinity. Curb, gutter, and sidewalk improvements have been installed along the frontage of the commercial buildings south of Grider Way; no frontage improvements have been installed along the north side of Grider Way or elsewhere along this road. West of the project site, Grider Way connects with and continues west as Whistler Way. As noted in Chapter 2.0, Project Description, it is proposed that Grider Way would be renamed Whistler Way as part of the project.

The San Joaquin Regional Transit District (SJRTD) is the primary provider of public transportation service in the Stockton metropolitan area, offering fixed-route and flexible fixed-route services in the Stockton metropolitan area. In addition, SJRTD provides curb-to-curb paratransit ("dial-a-ride") bus service for passengers who, due to their disability or age, are unable to access fixed route services. No SJRTD bus routes currently serve the project site. There are currently no designated bikeways in the vicinity. As noted, sidewalk has been installed along the frontage of the commercial buildings south of Grider Way. Sidewalks also have been installed along both sides of Lower Sacramento Road near the project site.

The State of California has recently added Section 15064.3 to the CEQA Guidelines, which is meant to incorporate SB 743 into CEQA analysis. SB 743 was enacted in 2013 with the intent to balance congestion management needs and the mitigation of the environmental impacts of traffic with statewide GHG emission reduction goals. SB 743 requires an alternative mechanism for evaluating transportation impacts and amending the CEQA guidelines to provide a transportation impact analysis framework that prioritizes reducing GHG emissions, replacing the prior focus of minimizing automobile delay. Section 15064.3(b) states that VMT is the preferred method for evaluating transportation impacts, rather than LOS. The VMT metric measures the total miles traveled by vehicles associated with a project. Unlike LOS, VMT accounts for the total environmental impacts of a project on transportation, including use of non-vehicle travel modes. As noted in Section 3.6, Energy, estimated countywide daily VMT was 17,868,785 miles in 2015.

Environmental Impacts and Mitigation Measures

a) Conflicts with Transportation Programs and Plans.

The CalEEMod run for the project (see Section 3.3, Air Quality) based its estimates on the vehicle trips that would be generated by the proposed development. According to the Institute of Transportation Engineers *Trip Generation Manual* (10th Edition), a "mini-warehouse" would generate 17.96 vehicle trips per 100 storage units. The total vehicle trips generated by

the proposed development were first estimated by using this rate, then translated into trips per 1,000 square feet for use in CalEEMod. The total vehicle trips that would be generated would be approximately 102. This is considered a conservative estimate, as that assumes approximately 20% of all units would be visited every day, which is considered unlikely.

The estimated 102 trips would make only a small contribution to traffic in the vicinity and would not substantially affect traffic flow. As noted in Section 3.3, Air Quality, for comparison, the segment of Lower Sacramento Road adjacent to the project had average daily traffic of 16,340 as of 2017. As such, the project is not expected to conflict with the Circulation Element policies of the Stockton General Plan that address traffic flow. In particular, Action TR-4.1A states that the City shall strive for LOS D or better for both daily roadway segment and peak hour intersection operations. Given the minimal traffic the project would generate, the project is not expected to affect LOS on nearby roads. Project impacts regarding conflicts with transportation programs and plans would be less than significant.

b) Conflict with CEQA Guidelines Section 15064.3(b).

Section 15064.3(b) states that VMT is the preferred method for evaluating transportation impacts, rather than the commonly used LOS. The Governor's Office of Planning and Research (OPR) has issued a Technical Advisory on the application of VMT in evaluating project impacts. The OPR Technical Advisory established screening criteria to assist in determining if a land use project would have a VMT impact requiring further evaluation. One of these criteria is if the project generates or attracts fewer than 110 trips per day, then it generally may be assumed to cause a less-than-significant transportation impact (OPR 2018). As noted, the proposed project is expected to generate 102 average daily trips; therefore, the project would meet this screening criteria. The project would not conflict with the intent of CEQA Guidelines Section 15064.3(b). The project would have no impact on this issue.

The City's TIA Guidelines indicate that a project screened out for VMT analysis "may be required to evaluate potential transit, bicycle/scooter, pedestrian, safety and construction impacts. The project's potential construction safety effects are addressed in the following section. Sidewalks and a bicycle lane will be included in the street frontage improvements linking existing facilities along Lower Sacramento Road to existing bike facilities within Windmill Park. Being an auto-accessed personal storage facility, the project is not expected to generate any substantial transit need.

c) Traffic Hazards.

Project construction would involve movement of construction equipment onto and from the site, which would be different in character from existing traffic in the vicinity. Construction traffic would be linked to major improvements when they occur, which would be intermittently, temporary, and would cease when work is completed. No significant amount of construction traffic is anticipated. The project does not propose any substantial alterations to Grider Way, other than frontage improvements, and would therefore not contribute to potential traffic hazards. The project would have no impact related to traffic safety.

d) Emergency Access.

The site plan indicates that the project site would be accessible from two points off Grider Way – the main entrance and an emergency vehicle access gate from 681 Grider Way. These points would provide adequate access for emergency vehicles. The project would have no impact on emergency access.

3.18 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

The project site is generally considered to be in Northern Valley Yokuts territory. Their territory included most of the northern San Joaquin Valley and stopped between the Mokelumne and Calaveras rivers. At the core of their land ran the San Joaquin River. The Northern Valley Yokuts tribe had a village, Yatchcumne (or Yachik) near Stockton. Another village, Tauquimne, in the eastern end of the San Joaquin-Sacramento Delta near Bear Creek, appears in mission records. Early impacts of disease and missionization destroyed much of the Northern Valley Yokuts culture before it could be documented, resulting in a dearth of information about the tribe (City of Stockton 2018b).

In 2014, the California Legislature enacted AB 52. AB 52 modifies CEQA procedures regarding consultation with Native American tribes on cultural resource issues. AB 52 established a category called “tribal cultural resources,” which not only includes physical resources but also site features, places, cultural landscapes, and sacred places and objects of value to a tribe, and which are on or eligible for a State or local historic register. AB 52

establishes notification requirements and consultation procedures between a CEQA lead agency and a tribe when a tribal cultural resource is involved.

In conjunction with the Site Approval application that was approved prior to submittal of the current application to the City, San Joaquin County contacted several local tribes that may have had an interest in the project and its potential impacts on tribal cultural resources, in accordance with AB 52. A response was received from the United Auburn Indian Community (UAIC). The UAIC noted the possibility of human remains of Native American origin occurring on the project site. No responses were received from other contacted tribes during the County's AB 52 effort.

The project applicant distributed notice of the proposed project on behalf of the City to a more extensive list of tribal entities. The notification material and distribution list are shown in Appendix C of this document. No replies to this notification effort have been received as of the date of publication of this IS/MND.

Environmental Impacts and Mitigation Measures

a, b) Tribal Cultural Resources.

As noted, during the County's AB 52 notification effort, the UAIC noted the possibility of human remains of Native American origin occurring on the project site. Should such remains be encountered during project construction, their disturbance would be a potentially significant impact.

The UAIC recommended procedures to be followed should any human remains be uncovered during the course of project construction. These procedures are described in the mitigation measures below, which also include worker training in tribal cultural resources and their treatment. The UAIC considers that implementation of these mitigation measures would adequately address impacts on tribal cultural resources encountered during construction. Therefore, project impacts on tribal cultural resources would be less than significant with mitigation.

The City of Stockton through the project applicant, as described above, has taken additional steps to notify potentially interested tribes of the proposed project. City contact with the tribes may generate additional concerns and recommendations regarding mitigation that should be included in the project. However, at this point in time, the AB 52 process has identified the potential for the project to result in significant effects on tribal cultural resources and the means by which those impacts can be reduced to a less than significant level. In the event that other tribes differ as to how tribal cultural resources should be protected, those differences will need to be addressed, and mitigation requirements modified, during further tribal consultation if requested of the City.

Level of Significance: Potentially significant

Mitigation Measures (as identified by United Auburn Indian Community):

TCR-1: A minimum of seven days prior to the start of any ground-disturbing activity, the contractor shall notify the City's Community Development

Department of the start date and invite a UAIC tribal representative or tribal monitor to inspect the project site within the first five days of ground disturbance activity. During this inspection, the UAIC tribal representative or tribal monitor shall provide an onsite meeting for construction personnel information on tribal cultural resources and a workers awareness brochure. The meeting shall include relevant information on sensitive tribal cultural resources, applicable regulations and protocols for avoidance, and consequences of violating State laws and regulations. It shall describe appropriate avoidance and minimization measures for resources and shall outline what to do and whom to contact if any potential tribal cultural resources are encountered. The meeting shall underscore the requirement for confidentiality and culturally appropriate treatment of any find with cultural significance to Native American tribal values.

TCR-2: If any potential tribal cultural resources are encountered during project construction activities, all work within 100 feet of the encounter shall be suspended, and the UAIC, the City, and the onsite project manager shall be immediately notified. If human remains are encountered, the County Coroner shall also be notified in accordance with California Health and Safety Code Section 7050.5(c). The tribal monitor and/or a qualified archaeologist shall examine the find and determine the disposition of the resource. Preservation in place is the preferred alternative, although other options may be pursued in coordination with the tribal monitor. The location and nature of the encountered resource shall be strictly confidential, and under no circumstances shall the contractor or any employee collect the encountered material.

Significance After Mitigation: Less than significant

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				✓
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate				✓

capacity to serve the project's projected demand in addition to the provider's existing commitments?				
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				✓
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓

NARRATIVE DISCUSSION

Environmental Setting

The project site currently is not provided with utility services. Upon annexation and development of the project site, the City of Stockton would provide potable water and wastewater services to the project site. Existing water and sewer lines are located beneath Grider Way. The City also has a storm drainage system that collects runoff from the area.

Solid waste collection service for the project site would be provided by Waste Management. Energy services, including electricity and natural gas, would be provided by Pacific Gas and Electric Company. Telephone service is provided by AT&T, while cellular telephone service is provided by several companies.

Environmental Impacts and Mitigation Measures

a) Relocation or Construction of Utility Facilities.

Project construction would not require the replacement or relocation of utility lines. New water and sewer lines would be installed parallel to existing lines beneath Grider Way. The installation of these lines would occur within existing rights-of-way and would have no different environmental impacts from project site development. The project would require no major extension of electrical or communication lines to the project site such that significant environmental impacts would occur. Project impacts related to relocation or construction of utility facilities would be less than significant.

b) Water Supplies.

The project would place only limited demands on the water supplies of the City; water use would be confined mainly to the office area and landscaping. No new supplies would need to be obtained to satisfy project demands. The project would have no impact on water supplies.

c) Wastewater Treatment Capacity.

The project would generate only limited wastewater, mainly from the office/onsite residence. The project would not require expansion of capacity of the City's wastewater treatment plant to accommodate the wastewater generated by the project. The project would have no impact on wastewater treatment capacity.

d, e) Solid Waste Services.

The project would limited generate solid waste; therefore, it would not place a significant demand on solid waste collection services. The project would not place demands on the capacity of landfills where the City's solid waste is disposed. The project would have no impact on solid waste services or regulations pertaining to solid waste.

3.20 WILDFIRE

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?		✓		
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

NARRATIVE DISCUSSION

Environmental Setting

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 2016).

The California Department of Forestry and Fire Protection (Cal Fire) has a Fire and Resource Assessment Program that identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate, High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not within a State Responsibility Area; rather, it is within a Local Responsibility Area, where local fire districts or departments have primary firefighting responsibility. The project site and vicinity are not in any designated fire hazard zone for a Local Responsibility Area (Cal Fire 2007a, 2007b).

Environmental Impacts and Mitigation Measures

a) Emergency Response Plans and Emergency Evacuation Plans.

The project site is not part of a State Responsibility Area, and Cal Fire maps indicate the site is not designated within any Fire Hazard Severity Zone. The project is within a mostly developed urban area with no significant open spaces. As discussed in Section 3.9, Hazards and Hazardous Materials, work within Grider Way has the potential to restrict traffic flow. Implementation of Mitigation Measure HAZ-1 would minimize impact related to emergency response plans or emergency evacuation plans to a level that would be less than significant.

b) Exposure of Project Occupants to Wildfire Hazards.

As noted, Cal Fire maps indicate that the project site is not designated within a Fire Hazard Severity Zone. The project is a self-storage facility; only one onsite manager would occupy the facility. As discussed in Section 3.9, Hazards and Hazardous Materials, the potential fire hazard on the project site would be substantially reduced with site development. The project would have no impact related to exposure of project occupants to wildfire hazards.

c) Installation and Maintenance of Infrastructure.

As noted in Section 3.19, Utilities and Service System, existing utility lines are available in the project vicinity. Only lines connecting the project site to these utility lines would be required. The installation of these improvements would not exacerbate the wildfire risk on the project site, which is considered minimal. The project would have no impact related to infrastructural exacerbation of wildfire hazards.

d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes.

The project site is in a topographically flat area at the bottom of the San Joaquin Valley. There are no streams or other channels that cross the site. As such, it is not expected that people or structures would be exposed to significant risks from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. The project would have no impact related to risks from runoff, post-fire slope instability, or drainage changes.

3.21 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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
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 would cause substantial adverse effects on human beings, either directly or indirectly?			✓	

NARRATIVE DISCUSSION

a) Findings on Biological and Cultural Resources.

The biological resource impacts of the revised project were described in Section 3.4, Biological Resources. Cultural resource impacts were described in Section 3.5, Cultural Resources, and Section 3.18, Tribal Cultural Resources. No potentially significant effects on biological resources were identified with implementation of Incidental Take Minimization Measures from SJCOG. Potentially significant environmental effects on cultural and tribal cultural resources were identified, but implementation of mitigation measures described in these sections would reduce these effects to a level that would be less than significant.

b) Findings on Cumulatively Considerable Impacts.

CEQA Guidelines Section 15130(a)(1) states that a “cumulative impact” is created by the combination of a proposed project with other past, present, and probable future projects (or programs) causing related impacts. The overall impacts of urban development in the project area generally are addressed in the certified EIR for the Stockton General Plan 2040. Cumulative impacts can also result from individually minor, but collectively significant, projects taking place over time (CEQA Guidelines Section 15355[b]). For this project, past projects applicable to potential cumulative effects include Podesta Ranch Elementary

School, commercial development near the intersection of Lower Sacramento Road and Grider Way, and residential development north and west of the project site.

In general, the project would have no impact on environmental issues, or would have impacts that are less than significant with mitigation. The potential environmental effects of the project would contribute to environmental effects associated with commercial development of the site, and urban development of other surrounding lands as addressed in the certified EIR for the Stockton General Plan 2040. None of the project impacts identified are expected to have a notable cumulative effect or a cumulatively considerable effect in combination with existing or planned development in the project area. The project is consistent with planned development in the area as provided in the Stockton General Plan. The project would not make a considerable contribution to potential cumulative impacts.

c) Findings on Adverse Effects on Human Beings.

Potential adverse project effects on human beings were discussed in Section 3.3, Air Quality; Section 3.7, Geology and Soils (seismic hazards); Section 3.9, Hazards and Hazardous Materials; Section 3.10, Hydrology and Water Quality (flooding); Section 3.17, Transportation (traffic hazards); and Section 3.20, Wildfire. Potential adverse effects identified in those sections would be reduced to levels considered less than significant through compliance with applicable laws, regulations, and City ordinances and standards, along with mitigation measures where necessary.

4.0 REFERENCES

4.1 DOCUMENT PREPARERS

This IS/MND was prepared by BaseCamp Environmental, Inc. for use by and under the supervision of the City of Stockton. The following persons were involved in preparation of the IS/MND:

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4.3 PERSONS CONSULTED

Diaz, Matt. City of Stockton Community Development Department.

Okubo, Ann. City of Stockton Municipal Utility Department.

Stagnaro, David J. Strategic Land Planning.

5.0 NOTES RELATED TO EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. Mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [CEQA Guidelines Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used: Identify and state where they are available for review.

    b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures: For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which ones were incorporated or refined from the earlier document, and the extent to which

they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

APPENDIX A
CALEEMOD RESULTS

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Whistler Way Annexation

San Joaquin County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	100.85	1000sqft	2.32	100,850.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	51
Climate Zone	2			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No demolition.

Vehicle Trips - From ITE Trip Generation Manual 10th edition - Mini-Warehouse.

Area Coating - Per SJVAPCD Rule 4601.

Construction Off-road Equipment Mitigation - Default values.

Water Mitigation - Default values.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	0	50
tblAreaCoating	Area_EF_Nonresidential_Interior	0	50
tblAreaCoating	Area_EF_Parking	0	150

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblAreaCoating	Area_EF_Residential_Exterior	0	150
tblAreaCoating	Area_EF_Residential_Interior	0	150
tblAreaCoating	Area_Nonresidential_Exterior	0	50500
tblAreaCoating	Area_Nonresidential_Interior	0	151500
tblAreaCoating	ReapplicationRatePercent	0	10
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	0	55
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	0	55
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	220.00	180.00
tblConstructionPhase	NumDays	20.00	0.00
tblVehicleTrips	ST_TR	1.74	1.01
tblVehicleTrips	SU_TR	1.74	1.01
tblVehicleTrips	WD_TR	1.74	1.01
tblWaterMitigation	PercentReductionInFlowBathroomFaucet	0	32
tblWaterMitigation	PercentReductionInFlowKitchenFaucet	0	18
tblWaterMitigation	PercentReductionInFlowShower	0	20
tblWaterMitigation	PercentReductionInFlowToilet	0	20
tblWaterMitigation	UseWaterEfficientIrrigationSystemPercentReduction	0	6.1

2.0 Emissions Summary

Whistler Way Annexation - San Joaquin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1748	1.3722	1.3433	2.7200e-003	0.0427	0.0624	0.1051	0.0107	0.0597	0.0704	0.0000	232.1028	232.1028	0.0370	4.9700e-003	234.5096
2023	0.2522	0.1477	0.1729	3.2000e-004	3.8800e-003	6.6900e-003	0.0106	1.0500e-003	6.3400e-003	7.3900e-003	0.0000	27.6614	27.6614	5.3300e-003	4.2000e-004	27.9188
Maximum	**0.2522**	**1.3722**	**1.3433**	**2.7200e-003**	**0.0427**	**0.0624**	**0.1051**	**0.0107**	**0.0597**	**0.0704**	**0.0000**	**232.1028**	**232.1028**	**0.0370**	**4.9700e-003**	**234.5096**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1748	1.3722	1.3433	2.7200e-003	0.0398	0.0624	0.1022	0.0104	0.0597	0.0701	0.0000	232.1026	232.1026	0.0370	4.9700e-003	234.5094
2023	0.2522	0.1477	0.1729	3.2000e-004	3.8800e-003	6.6900e-003	0.0106	1.0500e-003	6.3400e-003	7.3900e-003	0.0000	27.6614	27.6614	5.3300e-003	4.2000e-004	27.9188
Maximum	**0.2522**	**1.3722**	**1.3433**	**2.7200e-003**	**0.0398**	**0.0624**	**0.1022**	**0.0104**	**0.0597**	**0.0701**	**0.0000**	**232.1026**	**232.1026**	**0.0370**	**4.9700e-003**	**234.5094**

Whistler Way Annexation - San Joaquin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**6.26**	**0.00**	**2.52**	**2.71**	**0.00**	**0.41**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**5-1-2022**	**7-31-2022**	0.5811	0.5811
2	**8-1-2022**	**10-31-2022**	0.5799	0.5799
3	**11-1-2022**	**1-31-2023**	0.5374	0.5374
4	**2-1-2023**	**4-30-2023**	0.2447	0.2447
		Highest	0.5811	0.5811

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4174	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-003	1.8000e-003	0.0000	0.0000	1.9200e-003
Energy	3.2900e-003	0.0299	0.0251	1.8000e-004		2.2700e-003	2.2700e-003		2.2700e-003	2.2700e-003	0.0000	75.0157	75.0157	7.4900e-003	1.4300e-003	75.6290
Mobile	0.0512	0.0823	0.4916	1.1300e-003	0.1109	9.3000e-004	0.1118	0.0297	8.8000e-004	0.0305	0.0000	104.6778	104.6778	5.8200e-003	5.5300e-003	106.4705
Waste						0.0000	0.0000		0.0000	0.0000	19.2435	0.0000	19.2435	1.1373	0.0000	47.6751
Water						0.0000	0.0000		0.0000	0.0000	7.3989	11.6759	19.0747	0.7618	0.0182	43.5357
Total	**0.4718**	**0.1122**	**0.5176**	**1.3100e-003**	**0.1109**	**3.2000e-003**	**0.1141**	**0.0297**	**3.1500e-003**	**0.0328**	**26.6424**	**191.3711**	**218.0135**	**1.9124**	**0.0251**	**273.3122**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4174	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-003	1.8000e-003	0.0000	0.0000	1.9200e-003
Energy	3.2900e-003	0.0299	0.0251	1.8000e-004		2.2700e-003	2.2700e-003		2.2700e-003	2.2700e-003	0.0000	75.0157	75.0157	7.4900e-003	1.4300e-003	75.6290
Mobile	0.0501	0.0790	0.4725	1.0800e-003	0.1053	8.9000e-004	0.1062	0.0282	8.3000e-004	0.0290	0.0000	99.5927	99.5927	5.6400e-003	5.3100e-003	101.3158
Waste						0.0000	0.0000		0.0000	0.0000	4.8109	0.0000	4.8109	0.2843	0.0000	11.9188
Water						0.0000	0.0000		0.0000	0.0000	5.9191	9.3407	15.2598	0.6095	0.0145	34.8286
Total	**0.4707**	**0.1090**	**0.4985**	**1.2600e-003**	**0.1053**	**3.1600e-003**	**0.1085**	**0.0282**	**3.1000e-003**	**0.0313**	**10.7300**	**183.9509**	**194.6808**	**0.9069**	**0.0213**	**223.6940**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.24**	**2.91**	**3.69**	**3.82**	**5.00**	**1.25**	**4.89**	**4.99**	**1.59**	**4.66**	**59.73**	**3.88**	**10.70**	**52.58**	**15.32**	**18.15**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2022	4/29/2022	5	0	
2	Site Preparation	Site Preparation	5/1/2022	5/4/2022	5	3	
3	Grading	Grading	5/5/2022	5/12/2022	5	6	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	5/13/2022	1/19/2023	5	180	
5	Paving	Paving	1/20/2023	2/2/2023	5	10	
6	Architectural Coating	Architectural Coating	2/3/2023	2/9/2023	5	5	

Acres of Grading (Site Preparation Phase): 7

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 151,500; Non-Residential Outdoor: 50,500; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	42.00	17.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.7100e-003	0.0000	3.7100e-003	4.0000e-004	0.0000	4.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0700e-003	0.0235	0.0151	4.0000e-005		8.9000e-004	8.9000e-004		8.2000e-004	8.2000e-004	0.0000	3.2321	3.2321	1.0500e-003	0.0000	3.2582
Total	**2.0700e-003**	**0.0235**	**0.0151**	**4.0000e-005**	**3.7100e-003**	**8.9000e-004**	**4.6000e-003**	**4.0000e-004**	**8.2000e-004**	**1.2200e-003**	**0.0000**	**3.2321**	**3.2321**	**1.0500e-003**	**0.0000**	**3.2582**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0776	0.0776	0.0000	0.0000	0.0784
Total	**4.0000e-005**	**3.0000e-005**	**3.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0776**	**0.0776**	**0.0000**	**0.0000**	**0.0784**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.6700e-003	0.0000	1.6700e-003	1.8000e-004	0.0000	1.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0700e-003	0.0235	0.0151	4.0000e-005		8.9000e-004	8.9000e-004		8.2000e-004	8.2000e-004	0.0000	3.2321	3.2321	1.0500e-003	0.0000	3.2582
Total	**2.0700e-003**	**0.0235**	**0.0151**	**4.0000e-005**	**1.6700e-003**	**8.9000e-004**	**2.5600e-003**	**1.8000e-004**	**8.2000e-004**	**1.0000e-003**	**0.0000**	**3.2321**	**3.2321**	**1.0500e-003**	**0.0000**	**3.2582**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0776	0.0776	0.0000	0.0000	0.0784
Total	**4.0000e-005**	**3.0000e-005**	**3.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0776**	**0.0776**	**0.0000**	**0.0000**	**0.0784**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5900e-003	0.0000	1.5900e-003	1.7000e-004	0.0000	1.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6200e-003	0.0510	0.0277	6.0000e-005		2.2300e-003	2.2300e-003		2.0500e-003	2.0500e-003	0.0000	5.4308	5.4308	1.7600e-003	0.0000	5.4747
Total	**4.6200e-003**	**0.0510**	**0.0277**	**6.0000e-005**	**1.5900e-003**	**2.2300e-003**	**3.8200e-003**	**1.7000e-004**	**2.0500e-003**	**2.2200e-003**	**0.0000**	**5.4308**	**5.4308**	**1.7600e-003**	**0.0000**	**5.4747**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	7.0000e-005	7.5000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1940	0.1940	1.0000e-005	1.0000e-005	0.1959
Total	**9.0000e-005**	**7.0000e-005**	**7.5000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1940**	**0.1940**	**1.0000e-005**	**1.0000e-005**	**0.1959**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.2000e-004	0.0000	7.2000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6200e-003	0.0510	0.0277	6.0000e-005		2.2300e-003	2.2300e-003		2.0500e-003	2.0500e-003	0.0000	5.4308	5.4308	1.7600e-003	0.0000	5.4747
Total	**4.6200e-003**	**0.0510**	**0.0277**	**6.0000e-005**	**7.2000e-004**	**2.2300e-003**	**2.9500e-003**	**8.0000e-005**	**2.0500e-003**	**2.1300e-003**	**0.0000**	**5.4308**	**5.4308**	**1.7600e-003**	**0.0000**	**5.4747**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	7.0000e-005	7.5000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1940	0.1940	1.0000e-005	1.0000e-005	0.1959
Total	**9.0000e-005**	**7.0000e-005**	**7.5000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1940**	**0.1940**	**1.0000e-005**	**1.0000e-005**	**0.1959**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1540	1.2121	1.1913	2.0800e-003		0.0583	0.0583		0.0559	0.0559	0.0000	172.3745	172.3745	0.0333	0.0000	173.2059
Total	**0.1540**	**1.2121**	**1.1913**	**2.0800e-003**		**0.0583**	**0.0583**		**0.0559**	**0.0559**	**0.0000**	**172.3745**	**172.3745**	**0.0333**	**0.0000**	**173.2059**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.0778	0.0215	2.9000e-004	9.3200e-003	8.5000e-004	0.0102	2.6900e-003	8.2000e-004	3.5100e-003	0.0000	28.2473	28.2473	2.0000e-004	4.2800e-003	29.5280
Worker	0.0110	7.6800e-003	0.0867	2.5000e-004	0.0278	1.5000e-004	0.0279	7.3800e-003	1.3000e-004	7.5200e-003	0.0000	22.5465	22.5465	7.4000e-004	6.8000e-004	22.7685
Total	**0.0140**	**0.0855**	**0.1082**	**5.4000e-004**	**0.0371**	**1.0000e-003**	**0.0381**	**0.0101**	**9.5000e-004**	**0.0110**	**0.0000**	**50.7938**	**50.7938**	**9.4000e-004**	**4.9600e-003**	**52.2965**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1540	1.2121	1.1913	2.0800e-003		0.0583	0.0583		0.0559	0.0559	0.0000	172.3743	172.3743	0.0333	0.0000	173.2057
Total	**0.1540**	**1.2121**	**1.1913**	**2.0800e-003**		**0.0583**	**0.0583**		**0.0559**	**0.0559**	**0.0000**	**172.3743**	**172.3743**	**0.0333**	**0.0000**	**173.2057**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.0778	0.0215	2.9000e-004	9.3200e-003	8.5000e-004	0.0102	2.6900e-003	8.2000e-004	3.5100e-003	0.0000	28.2473	28.2473	2.0000e-004	4.2800e-003	29.5280
Worker	0.0110	7.6800e-003	0.0867	2.5000e-004	0.0278	1.5000e-004	0.0279	7.3800e-003	1.3000e-004	7.5200e-003	0.0000	22.5465	22.5465	7.4000e-004	6.8000e-004	22.7685
Total	**0.0140**	**0.0855**	**0.1082**	**5.4000e-004**	**0.0371**	**1.0000e-003**	**0.0381**	**0.0101**	**9.5000e-004**	**0.0110**	**0.0000**	**50.7938**	**50.7938**	**9.4000e-004**	**4.9600e-003**	**52.2965**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0120	0.0954	0.0995	1.8000e-004		4.3000e-003	4.3000e-003		4.1200e-003	4.1200e-003	0.0000	14.5391	14.5391	2.7500e-003	0.0000	14.6079
Total	**0.0120**	**0.0954**	**0.0995**	**1.8000e-004**		**4.3000e-003**	**4.3000e-003**		**4.1200e-003**	**4.1200e-003**	**0.0000**	**14.5391**	**14.5391**	**2.7500e-003**	**0.0000**	**14.6079**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3000e-004	5.2600e-003	1.5500e-003	2.0000e-005	7.9000e-004	3.0000e-005	8.2000e-004	2.3000e-004	3.0000e-005	2.6000e-004	0.0000	2.2928	2.2928	1.0000e-005	3.5000e-004	2.3963
Worker	8.5000e-004	5.6000e-004	6.6900e-003	2.0000e-005	2.3400e-003	1.0000e-005	2.3500e-003	6.2000e-004	1.0000e-005	6.3000e-004	0.0000	1.8402	1.8402	6.0000e-005	5.0000e-005	1.8573
Total	**9.8000e-004**	**5.8200e-003**	**8.2400e-003**	**4.0000e-005**	**3.1300e-003**	**4.0000e-005**	**3.1700e-003**	**8.5000e-004**	**4.0000e-005**	**8.9000e-004**	**0.0000**	**4.1329**	**4.1329**	**7.0000e-005**	**4.0000e-004**	**4.2537**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0120	0.0954	0.0995	1.8000e-004		4.3000e-003	4.3000e-003		4.1200e-003	4.1200e-003	0.0000	14.5391	14.5391	2.7500e-003	0.0000	14.6079
Total	**0.0120**	**0.0954**	**0.0995**	**1.8000e-004**		**4.3000e-003**	**4.3000e-003**		**4.1200e-003**	**4.1200e-003**	**0.0000**	**14.5391**	**14.5391**	**2.7500e-003**	**0.0000**	**14.6079**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3000e-004	5.2600e-003	1.5500e-003	2.0000e-005	7.9000e-004	3.0000e-005	8.2000e-004	2.3000e-004	3.0000e-005	2.6000e-004	0.0000	2.2928	2.2928	1.0000e-005	3.5000e-004	2.3963
Worker	8.5000e-004	5.6000e-004	6.6900e-003	2.0000e-005	2.3400e-003	1.0000e-005	2.3500e-003	6.2000e-004	1.0000e-005	6.3000e-004	0.0000	1.8402	1.8402	6.0000e-005	5.0000e-005	1.8573
Total	**9.8000e-004**	**5.8200e-003**	**8.2400e-003**	**4.0000e-005**	**3.1300e-003**	**4.0000e-005**	**3.1700e-003**	**8.5000e-004**	**4.0000e-005**	**8.9000e-004**	**0.0000**	**4.1329**	**4.1329**	**7.0000e-005**	**4.0000e-004**	**4.2537**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.4000e-003**	**0.0431**	**0.0584**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**7.7564**	**7.7564**	**2.4600e-003**	**0.0000**	**7.8179**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.4000e-004	1.7100e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4694	0.4694	1.0000e-005	1.0000e-005	0.4738
Total	**2.2000e-004**	**1.4000e-004**	**1.7100e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4694**	**0.4694**	**1.0000e-005**	**1.0000e-005**	**0.4738**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.4000e-003**	**0.0431**	**0.0584**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**7.7564**	**7.7564**	**2.4600e-003**	**0.0000**	**7.8178**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.4000e-004	1.7100e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4694	0.4694	1.0000e-005	1.0000e-005	0.4738
Total	**2.2000e-004**	**1.4000e-004**	**1.7100e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4694**	**0.4694**	**1.0000e-005**	**1.0000e-005**	**0.4738**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2341					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	**0.2346**	**3.2600e-003**	**4.5300e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6393**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1252	0.1252	0.0000	0.0000	0.1264
Total	**6.0000e-005**	**4.0000e-005**	**4.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1252**	**0.1252**	**0.0000**	**0.0000**	**0.1264**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2341					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	**0.2346**	**3.2600e-003**	**4.5300e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6393**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1252	0.1252	0.0000	0.0000	0.1264
Total	**6.0000e-005**	**4.0000e-005**	**4.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1252**	**0.1252**	**0.0000**	**0.0000**	**0.1264**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0501	0.0790	0.4725	1.0800e-003	0.1053	8.9000e-004	0.1062	0.0282	8.3000e-004	0.0290	0.0000	99.5927	99.5927	5.6400e-003	5.3100e-003	101.3158
Unmitigated	0.0512	0.0823	0.4916	1.1300e-003	0.1109	9.3000e-004	0.1118	0.0297	8.8000e-004	0.0305	0.0000	104.6778	104.6778	5.8200e-003	5.5300e-003	106.4705

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	101.86	101.86	101.86	297,377	282,508
Total	101.86	101.86	101.86	297,377	282,508

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.531667	0.052263	0.168651	0.155495	0.027235	0.006385	0.012362	0.016685	0.000479	0.000329	0.023608	0.001135	0.003707

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	42.4562	42.4562	6.8700e-003	8.3000e-004	42.8760
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	42.4562	42.4562	6.8700e-003	8.3000e-004	42.8760
NaturalGas Mitigated	3.2900e-003	0.0299	0.0251	1.8000e-004		2.2700e-003	2.2700e-003		2.2700e-003	2.2700e-003	0.0000	32.5595	32.5595	6.2000e-004	6.0000e-004	32.7530
NaturalGas Unmitigated	3.2900e-003	0.0299	0.0251	1.8000e-004		2.2700e-003	2.2700e-003		2.2700e-003	2.2700e-003	0.0000	32.5595	32.5595	6.2000e-004	6.0000e-004	32.7530

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	610143	3.2900e-003	0.0299	0.0251	1.8000e-004		2.2700e-003	2.2700e-003		2.2700e-003	2.2700e-003	0.0000	32.5595	32.5595	6.2000e-004	6.0000e-004	32.7530
Total		**3.2900e-003**	**0.0299**	**0.0251**	**1.8000e-004**		**2.2700e-003**	**2.2700e-003**		**2.2700e-003**	**2.2700e-003**	**0.0000**	**32.5595**	**32.5595**	**6.2000e-004**	**6.0000e-004**	**32.7530**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	610143	3.2900e-003	0.0299	0.0251	1.8000e-004		2.2700e-003	2.2700e-003		2.2700e-003	2.2700e-003	0.0000	32.5595	32.5595	6.2000e-004	6.0000e-004	32.7530
Total		**3.2900e-003**	**0.0299**	**0.0251**	**1.8000e-004**		**2.2700e-003**	**2.2700e-003**		**2.2700e-003**	**2.2700e-003**	**0.0000**	**32.5595**	**32.5595**	**6.2000e-004**	**6.0000e-004**	**32.7530**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	458868	42.4562	6.8700e-003	8.3000e-004	42.8760
Total		**42.4562**	**6.8700e-003**	**8.3000e-004**	**42.8760**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	458868	42.4562	6.8700e-003	8.3000e-004	42.8760
Total		**42.4562**	**6.8700e-003**	**8.3000e-004**	**42.8760**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4174	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-003	1.8000e-003	0.0000	0.0000	1.9200e-003
Unmitigated	0.4174	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-003	1.8000e-003	0.0000	0.0000	1.9200e-003

Whistler Way Annexation - San Joaquin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0234					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3939					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-003	1.8000e-003	0.0000	0.0000	1.9200e-003
Total	**0.4174**	**1.0000e-005**	**9.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.8000e-003**	**1.8000e-003**	**0.0000**	**0.0000**	**1.9200e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0234					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3939					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-003	1.8000e-003	0.0000	0.0000	1.9200e-003
Total	**0.4174**	**1.0000e-005**	**9.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.8000e-003**	**1.8000e-003**	**0.0000**	**0.0000**	**1.9200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	15.2598	0.6095	0.0145	34.8286
Unmitigated	19.0747	0.7618	0.0182	43.5357

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	23.3216 / 0	19.0747	0.7618	0.0182	43.5357
Total		**19.0747**	**0.7618**	**0.0182**	**43.5357**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	18.6573 / 0	15.2598	0.6095	0.0145	34.8286
Total		**15.2598**	**0.6095**	**0.0145**	**34.8286**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.8109	0.2843	0.0000	11.9188
Unmitigated	19.2435	1.1373	0.0000	47.6751

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	94.8	19.2435	1.1373	0.0000	47.6751
Total		**19.2435**	**1.1373**	**0.0000**	**47.6751**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	23.7	4.8109	0.2843	0.0000	11.9188
Total		**4.8109**	**0.2843**	**0.0000**	**11.9188**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B
INCIDENTAL TAKE MINIMIZATION MEASURES

S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0600

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

Bateman Self Storage Facility (PA-2000188)
SJMSCP Incidental Take Minimization Measures
(APN: 070-140-10, -35, 070-560-47, 070-570-13)

Date: December 21, 2020

Findings: Potential habitat for Swainson's hawk, birds nesting in isolated trees or shrubs outside of riparian areas (sharp-shinned hawk, yellow warbler, loggerhead shrike), and western burrowing owl

Potential nesting habitat for common birds (Migratory Bird Treaty Act)

Total Disturbed Acres Anticipated: 6.99 acres

Habitat Types to be Disturbed: Agricultural (C34) and Urban (U) Habitat Land (City of Stockton Compensation Map)

Project Jurisdiction: San Joaquin County

Advisory Statements

After inspecting the project site, and project site conditions, the San Joaquin Council of Governments (SJCOG) provides the following *advisory statements* to the applicant. No further action is required with the SJCOG with respect to the following statements. SJCOG does not accept any liability for the accuracy of these statements since each regulatory agency discussed below must determine the extent of its own regulatory authority with respect to the proposed project.

It should be noted that two important federal and state agencies (U.S. Army Corps of Engineers and the California Regional Water Quality Control Board) and California Department of Fish and Wildlife Streambed Alteration requirements have not issued permits to the SJCOG and so payment of the fee to use the SJMSCP will not modify requirements (1600/1602) now imposed by these agencies. **If potential waters of the United States [pursuant to Section 404 Clean Water Act] may occur on the project site,** it therefore may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would likely be required from each of these resource agencies prior to impacting these features on the project site.

The SJMSCP covers lawful activities which must comply with all federal, state and local laws for coverage. The **Migratory Bird Treaty Act (MBTA)** is a federal act which protects many birds and their habitats. Those species go beyond the listed SJMSCP species but are included as

protective measures for compliance with the federal MBTA measures. The measures will be stated under **MBTA Compliance** in the prescribed ITMM.

The ITMM is not deemed complete until finalized by SJCOG, Inc. staff and provided back to the project.

Conditions

Prior to ground disturbance:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.

2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.

3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
   a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
   b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
   c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   d. Purchase approved mitigation bank credits.

4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

   Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Pay appropriate SJMSCP 2020 fees based on habitat categories and rates to **SJCOG, Inc.**:

- Urban (U) Habitat – 1.11 acres x $0.00 per acre = $0.00
- Agricultural (C34) Habitat – 5.88acres x $12,822 per acre = $75,363.36

Total Fee due: $75,363.36

Note: If fees are not paid prior to January 1, 2021 this project will be subject to the subsequent fee change, and the fee above will no longer be applicable.

Project Proponent Must Initial Here As to Understanding the Note Above: DS.

Pay appropriate SJMSCP 2021 fees based on habitat categories and rates to **SJCOG, Inc.**:

- Urban (U) Habitat – 1.11 acres x $0.00 per acre = $0.00
- Agricultural (C34) Habitat – 5.88 acres x $17,363 per acre = $102,094.44

Total Fee due: $102,094.44

Prior to commencing ground disturbance:

Surveys

Initial and/or follow up surveys shall be conducted no greater than 14 days and 24 hours prior to construction for western burrowing owl; and 14 days prior to construction for all bird species protected under the Migratory Bird Treaty Act (MBTA). If these species are observed nesting on the project site then the following Incidental Take Minimization Measures shall be implemented.

5.2.4.15 Burrowing Owls

The presence of ground squirrels and squirrel burrows are attractive to burrowing owls. Burrowing owls may therefore be discouraged from entering or occupying construction areas by discouraging the presence of ground squirrels. To accomplish this, the Project Proponent should prevent ground squirrels from occupying the project site early in the planning process by employing one of the following practices:

A. The Project Proponent may plant new vegetation or retain existing vegetation entirely covering the site at a height of approximately 36" above the ground. Vegetation should be retained until construction begins. Vegetation will discourage both ground squirrel and owl use of the site.

B. Alternatively, if burrowing owls are not known or suspected on a project site and the area is an unlikely occupation site for red-legged frogs, San Joaquin kit fox, or tiger salamanders:

The Project Proponent may disc or plow the entire project site to destroy any ground squirrel burrows. At the same time burrows are destroyed, ground squirrels should be removed through one of the following approved methods to prevent reoccupation of the project site. Detailed descriptions of these methods are included in Appendix A, *Protecting Endangered Species, Interim Measures for Use of Pesticides in San Joaquin County*, dated March, 2000:

1. **Anticoagulants.** Establish bait stations using the approved rodenticide anticoagulants Chlorophacinone or Diphacinone. Rodenticides shall be used in compliance with U.S. Environmental Protection Agency label standards and as directed by the San Joaquin County Agricultural Commissioner.

2. **Zinc Phosphide.** Establish bait stations with non-treated grain 5-7 calendar days in advance of rodenticide application, then apply Zinc Phosphide to bait stations. Rodenticides shall be used in compliance with U.S. Environmental Protection Agency label standards and as directed by the San Joaquin County Agricultural Commissioner.

3. **Fumigants.** Use below-ground gas cartridges or pellets and seal burrows. Approved fumigants include Aluminum Phosphide (Fumitoxin, Phostoxin) and gas cartridges sold by the local Agricultural Commissioner's office. NOTE: Crumpled newspaper covered with soil is often an effective seal for burrows when fumigants are used. Fumigants shall be used in compliance with U.S. Environmental Protection Agency label standards and as directed by the San Joaquin County Agricultural Commissioner.

4. **Traps.** For areas with minimal rodent populations, traps may be effective for eliminating rodents. If trapping activities are required, the use of, shall be consistent with all applicable laws and regulations.

If the measures described above were not attempted or were attempted but failed, and burrowing owls are known to occupy the project site, then the following measures shall be implemented:

C. During the non-breeding season (September 1 through January 31) burrowing owls occupying the project site should be evicted from the project site by passive relocation as described in the California Department of Fish and Game's Staff Report on Burrowing Owls (Oct., 1995)

D. During the breeding season (February 1 through August 31) occupied burrows shall not be disturbed and shall be provided with a 75 meter protective buffer until and unless the TAC, with the concurrence of the Permitting Agencies' representatives on the TAC; or unless a qualified biologist approved by the Permitting Agencies verifies through noninvasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed.

These Incidental Take Minimization Measures are consistent with the provisions of the Migratory Bird Treaty Act as described in Section 5.2.3.1(G).

5.2.4.11 Swainson's Hawk

The Project Proponent has the option of retaining known or potential Swainson's hawk nest trees (i.e., trees that hawks are known to have nested in within the past three years or trees, such as large oaks, which the hawks prefer for nesting) or removing the nest trees.

If the Project Proponent elects to retain a nest tree, and in order to encourage tree retention, the following Incidental Take Minimization Measure shall be implemented during construction activities:

> If a nest tree becomes occupied during construction activities, then all construction activities shall remain a distance of two times the dripline of the tree, measured from the nest.

If the Project Proponent elects to remove a nest tree, then nest trees may be removed between September 1 and February 15, when the nests are unoccupied.

These Incidental Take Minimization Measures are consistent with the provisions of the Migratory Bird Treaty Act as described in Section 5.2.3.1(G).

5.2.4.18 Birds Nesting in Isolated Trees or Shrubs Outside of Riparian Areas (Sharp-Shinned Hawk, Yellow Warbler, Loggerhead Shrike)

A setback of 100 feet from nesting areas shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing.

These Incidental Take Minimization Measures are consistent with the provisions of the Migratory Bird Treaty Act as described in Section 5.2.3.1(G).

MBTA Compliance:

Listed below are effective measures that should be employed at all project development sites nationwide with the goal of reducing impacts to birds and their habitats. A qualified biologist will be required to be on site as a biological monitor during these activities. These measures are grouped into three categories: General, Habitat Protection, and Stressor Management. These measures may be updated through time. We recommend checking the MBTA Conservation Measures website regularly for the most up-to-date list.

1. ***General Measures***
   a. *Educate all employees, contractors, and/or site visitors of relevant rules and regulations that protect wildlife. See the Service webpage on Regulations and Policies for more information on regulations that protect migratory birds.*
   b. *Prior to removal of an inactive nest, ensure that the nest is not protected under the Endangered Species Act (ESA) or the Bald and Golden Eagle Protection Act (BGEPA). Nests protected under ESA or BGEPA cannot be removed without a valid permit.*
      i. *See the Service Nest Destruction Policy*
   c. *Do not collect birds (live or dead) or their parts (e.g., feathers) or nests without a valid permit. Please visit the Service permits page for more information on permits and permit applications.*
   d. *Provide enclosed solid waste receptacles at all project areas. Non-hazardous solid waste (trash) would be collected and deposited in the on-site receptacles. Solid waste would be collected and disposed of by a local waste disposal contractor. For more information about solid waste and how to properly dispose of it, see the EPA Non-Hazardous Waste website.*
   e. *Report any incidental take of a migratory bird, to the local Service Office of Law Enforcement.*
   f. *Consult and follow applicable Service industry guidance.*

2. ***Habitat Protection***
   a. *Minimize project creep by clearly delineating and maintaining project boundaries (including staging areas).*
   b. *Consult all local, State, and Federal regulations for the development of an appropriate buffer distance between development site and any wetland or waterway. For more information on wetland protection regulations see the Clean Water Act sections 401 and 404.*
   c. *Maximize use of disturbed land for all project activities (i.e., siting, lay-down areas, and construction).*
   d. *Implement standard soil erosion and dust control measures. For example:*
      i. *Establish vegetation cover to stabilize soil*
      ii. *Use erosion blankets to prevent soil loss*
      iii. *Water bare soil to prevent wind erosion and dust issues*

3. ***Stressor Management***

Stressor: Vegetation Removal

Conservation Goal: Avoid direct take of adults, chicks, or eggs.

***Conservation Measure 1**: Schedule all vegetation removal, trimming, and grading of vegetated areas outside of the peak bird breeding season to the maximum extent*

practicable. Use available resources, such as internet-based tools (e.g., the FWS's Information, Planning and Conservation system and Avian Knowledge Network) to identify peak breeding months for local bird species; or, contact local Service Migratory Bird Program Office for breeding bird information.

***Conservation Measure 2**: When project activities cannot occur outside the bird nesting season, conduct surveys prior to scheduled activity to determine if active nests are present within the area of impact and buffer any nesting locations found during surveys.*

1) *Generally, the surveys should be conducted no more than five days prior to scheduled activity.*
2) *Timing and dimensions of the area to be surveyed vary and will depend on the nature of the project, location, and expected level of vegetation disturbance.*
3) *If active nests or breeding behavior (e.g., courtship, nest building, territorial defense, etc.) are detected during these surveys, no vegetation removal activities should be conducted until nestlings have fledged or the nest fails or breeding behaviors are no longer observed. If the activity must occur, establish a buffer zone (100-feet minimum) around the nest and no activities will occur within that buffer zone until nestlings have fledged and left the nest area. The dimension of the buffer zone may need to be expanded depending on the proposed activity, habitat type, and species present and should be coordinated with the biologist on site and/or SJMSCP.*
4) *When establishing the buffer zone, construct a barrier (e.g., plastic fencing) to protect the area. If the fence is knocked down or destroyed, work will suspend wholly, or in part, until the fence is satisfactorily repaired.*
5) *When establishing a buffer zone, a qualified biologist will be present onsite to serve as a biological monitor during vegetation clearing and grading activities to ensure no take of migratory birds occurs. Prior to vegetation clearing, the monitor will ensure that the limits of construction have been properly staked and are readily identifiable. Any associated project activities that are inconsistent with the applicable conservation measures, and activities that may result in the 'take of migratory birds' will be immediately halted and reported to the SJMSCP and the appropriate Service office within 24 hours.*
6) *If establishing a buffer zone of a minimum of 100-feet is not feasible, contact the Service for guidance to minimize impacts to migratory birds associated with the proposed project or removal of an active nest. Active nests may only be removed if you receive a permit from your local Migratory Bird Permit Office. A permit may authorize active nest removal by a qualified biologist with bird handling experience or by a permitted bird rehabilitator.*

***Conservation Measure 3**: Prepare a vegetation maintenance plan that outlines vegetation maintenance activities and schedules so that direct bird impacts do not occur.*

Stressor: Invasive Species Introduction

***Conservation Goal**: Prevent the introduction of invasive plants.*

***Conservation Measure 1:** Prepare a weed abatement plan that outlines the areas where weed abatement is required and the schedule and method of activities to ensure bird impacts are avoided.*

Conservation Measure 2: *For temporary and permanent habitat restoration/enhancement, use only native and local (when possible) seed and plant stock.*

Conservation Measure 3: *Consider creating vehicle wash stations prior to entering sensitive habitat areas to prevent accidental introduction of non-native plants.*

Conservation Measure 4: *Remove invasive/exotic species that pose an attractive nuisance to migratory birds.*

Stressor: Artificial Lighting

Conservation Goal*: Prevent increase in lighting of native habitats during the bird breeding season.*

Conservation Measure 1: *To the maximum extent practicable, limit construction activities to the time between dawn and dusk to avoid the illumination of adjacent habitat areas.*

Conservation Measure 2: *If construction activity time restrictions are not possible, use down shielding or directional lighting to avoid light trespass into bird habitat (i.e., use a 'Cobra' style light rather than an omnidirectional light system to direct light down to the roadbed). To the maximum extent practicable, while allowing for public safety, low intensity energy saving lighting (e.g. low pressure sodium lamps) will be used.*

Conservation Measure 3: *Minimize illumination of lighting on associated construction or operation structures by using motion sensors or heat sensors.*

Conservation Measure 5: *Bright white light, such as metal halide, halogen, fluorescent, mercury vapor and incandescent lamps should not be used.*

Stressor: Human Disturbance

Conservation Goal*: Minimize prolonged human presence near nesting birds during construction and maintenance actions.*

Conservation Measure 1: *Restrict unauthorized access to natural areas adjacent to the project site by erecting a barrier and/or avoidance buffers (e.g., gate, fence, wall) to minimize foot traffic and off-road vehicle uses.*

Stressor: Collision

Conservation Goal*: Minimize collision risk with project infrastructure and vehicles.*

Conservation Measure 1: *Minimize collision risk with project infrastructure (e.g., temporary and permanent) by increasing visibility through appropriate marking and design features (e.g., lighting, wire marking, etc.).*

Conservation Measure 2: *On bridge crossing areas with adjacent riparian, beach, estuary, or other bird habitat, use fencing or metal bridge poles (Sebastian Poles) that extend to the height of the tallest vehicles that will use the structure.*

Conservation Measure 3: *Install wildlife friendly culverts so rodents and small mammals can travel under any new roadways instead of over them. This may help reduce raptor deaths associated with being struck while tracking prey or scavenging road kill on the roadway.*

Conservation Measure 4: *Remove road-kill carcasses regularly to prevent scavenging and bird congregations along roadways.*

Conservation Measure 5: *Avoid planting "desirable" fruited or preferred nesting vegetation in medians or Rights of Way.*

Conservation Measure 6: *Eliminate use of steady burning lights on tall structures (e.g.,>200 ft).*

Stressor: Entrapment

Conservation Goal*: Prevent birds from becoming trapped in project structures or perching and nesting in project areas that may endanger them.*

Conservation Measure 1: *Minimize entrapment and entanglement hazards through project design measures that may include:*

1. *Installing anti-perching devices on facilities/equipment where birds may commonly nest or perch*
2. *Covering or enclosing all potential nesting surfaces on the structure with mesh netting, chicken wire fencing, or other suitable exclusion material prior to the nesting season to prevent birds from establishing new nests. The netting, fencing, or other material must have no opening or mesh size greater than 19 mm and must be maintained until the structure is removed.*
3. *Cap pipes and cover/seal all small dark spaces where birds may enter and become trapped.*

Conservation Measure 2: *Use the appropriate deterrents to prevent birds from nesting on structures where they cause conflicts, may endanger themselves, or create a human health and safety hazard.*

1. *During the time that the birds are trying to build or occupy their nests (generally, between April and August, depending on the geographic location), potential nesting surfaces should be monitored at least once every three days for any nesting activity, especially where bird use of structures is likely to cause take. It is permissible to remove non-active nests (without birds or eggs), partially completed nests, or new nests as they are built (prior to occupation). If birds have started to build any nests, the nests shall be removed before they are completed. Water shall not be used to remove the nests if nests are located within 50 feet of any surface waters.*

2. *If an active nest becomes established (i.e., there are eggs or young in the nest), all work that could result in abandonment or destruction of the nest shall be avoided until the young have fledged or the nest is unoccupied. Construction activities that may displace birds after they have laid their eggs and before the young have fledged should not be permitted. If the project continues into the following spring, this cycle shall be repeated. When work on the structure is complete, all netting shall be removed and properly disposed of.*

Stressor: Noise

Conservation Goal*: Prevent the increase in noise above ambient levels during the nesting bird breeding season.*

Conservation Measure 1: *Minimize an increase in noise above ambient levels during project construction by installing temporary structural barriers such as sand bags*

Conservation Measure 2: *Avoid permanent additions to ambient noise levels from the proposed project by using baffle boxes or sound walls.*

Stressor: Chemical Contamination

Conservation Goal*: Prevent the introduction of chemicals contaminants into the environment.*

Conservation Measure 1: *Avoid chemical contamination of the project area by implementing a Hazardous Materials Plan. For more information on hazardous waste and how to properly manage hazardous waste, see the EPA Hazardous Waste website.*

Conservation Measure 2: *Avoid soil contamination by using drip pans underneath equipment and containment zones at construction sites and when refueling vehicles or equipment.*

Conservation Measure 3: *Avoid contaminating natural aquatic and wetland systems with runoff by limiting all equipment maintenance, staging laydown, and dispensing of fuel, oil, etc., to designated upland areas.*

Conservation Measure 4: *Any use of pesticides or rodenticides shall comply with the applicable Federal and State laws.*

1. *Choose non-chemical alternatives when appropriate*
2. *Pesticides shall be used only in accordance with their registered uses and in accordance with the manufacturer's instructions to limit access to non-target species.*
3. *For general measures to reducing wildlife exposure to pesticides, see EPA's Pesticides: Environmental Effects website.*

Stressor: Fire

Conservation Goal*: Minimize fire potential from project-related activities.*

Conservation Measure 1: *Reduce fire hazards from vehicles and human activities (e.g., use spark arrestors on power equipment, avoid driving vehicles off road).*

Conservation Measure 2: *Consider fire potential when developing vegetation management plans by planting temporary impact areas with a palate of low-growing, sparse, fire resistant native species that meet with the approval of the County Fire Department and local FWS Office.*

During project construction:

All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and removed at least once a week from the construction site.

In reliance on the Section 10(a)(l)(B) Permit issued by the United States Fish and Wildlife Service and the Section 208l(b) Incidental Take Permit issued by the California Department of Fish and Wildlife, San Joaquin County has consulted with and agreed to allow coverage pursuant to the SJMSCP for the *Bateman Self Storage Facility (PA-2000188)* its successors, agents and assigns pursuant to the "Implementation Agreement for the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan" which will allow the *Bateman Self Storage Facility (PA-2000188),* its successors, agents and assigns to construct, operate and maintain the Project commonly known as the *Bateman Self Storage Facility (PA-2000188)* and located on *Assessor Parcel Numbers 070-140-10, -35, 070-560-47, 070-570-13* which could result in a legally permitted Incidental Take of the SJMSCP Covered Species in accordance with and subject to the terms and conditions of the *Bateman Self Storage Facility (PA-2000188)* approved by San Joaquin County. This Certification applies only to activities on the subject parcel(s) which are carried out in full compliance with the approved plans for the *Bateman Self Storage Facility (PA-2000188)*, Section 10(a)(l)(B) Permit, and Section 208l(b) Incidental Take Permit conditions.

I have read, acknowledge, and agree to the preceding conditions:

Project Proponent for the *Bateman Self Storage Facility (PA-2000188)*

12/21/20
Date

DAVID STAGNARO
Please Print Name Here

FOR SJCOG, Inc. Use Only:

SJCOG, Inc. Staff Signature

Official Date of Issuance

SJCOG, Inc. Staff Print Name Here

Mitigation Due Date

1 SITE PLAN - IMPROVEMENTS EXHIBIT

PARCEL INFORMATION

EXISTING

LOT 47	44,079.00 SF	1.010 AC
LOT 10	174,240.00 SF	4.000 AC
LOT 10.1	37,417.00 SF	0.858 AC
LOT 10.2	36,866.00 SF	0.846 AC
LOT 12	11,521.00 SF	0.270 AC
TOTAL	304,543.00 SF	6.990 AC

PREVIOUS IMPROVEMENTS TO CURRENT PARCEL

LOT 47	18,720.00 SF	0.430 AC
LOT 10	26,378.00 SF	0.606 AC
ACCESS EASE.	03,720.00 SF	0.085 AC
TOTAL	48,818.00 SF	1.119 AC

REMAINING UNIMPROVED PARCEL

TOTAL	255,695.00 SF	5.880 AC

DOMUM

BATEMAN NEW SELF STORAGE FACILITY

9993 LOWER SACRAMENTO RD
STOCKTON, CA 95210
APN: 070-140-10

IMPROVEMENT EXHIBIT

AE1

APPENDIX C
AB 52 NOTIFICATION MATERIAL

From: **David Stagnaro** strategiclandplanning@gmail.com
Subject: City of Stockton AB 52 Tribal Consultation - Whistler Way Annexation Project
Date: November 11, 2021 at 11:55 AM
To: lball@auburnrancheria.com, canutes@verizon.net, mariposapowwow@gmail.com, mike@buenavistatribe.com, office@cvmt.net, info@ionemiwok.net, webmaster@torresmartinez.org, tribaloffice@wiltonrancheria-nsn.gov, sara@ionemiwok.net, nahc@nahc.ca.gov, rferrer@tmdci-nsn.gov, californiamiwoktribe@gmail.com, astarky@auburnrancheria.com
Cc: Matt Diaz matt.diaz@stocktonca.gov, Marlon Bateman mhbateman@batemanlawyer.com, Charlie Simpson csimpson@basecampenv.com, Terry Farmer tfarmer@basecampenv.com, Rayanna Beck rbeck@basecampenv.com, Michael McDowell michael.mcdowell@stocktonca.gov, William Crew William.Crew@stocktonca.gov

Transmitted on behalf of:
City of Stockton
Community Development Department
345 N. El Dorado Street
Stockton, CA 95202
Contact Person and Phone Number: Matt Diaz, Planning Manager
209-937-8598 email: Matt.Diaz@stocktonca.gov

Comment due date for tribal consultation:
Noon on December 10, 2021

Project Location: Grider Way and Lower Sacramento Road, Stockton
Project Sponsor Name and Address: Strategic Land Planning
18040 Foreman Court
Linden, CA 95236
David Stagnaro, AICP, MPA

General Plan Designation: Agricultural-Urban Reserve (County), Commercial (City of Stockton)
Zoning: C-C - Community Commercial (County), Prezoning to CG - Commercial General (City)
Project Description: The project proposes the annexation of six parcels totaling 8.76 acres to the City of Stockton, including adjacent road right-of-way. The annexation area would be pre-zoned CG (Commercial General). Upon annexation, the project proposes to develop 7.26 acres for a self-storage facility totaling 100,850 square feet in floor area. The facility would consist of ten buildings with a total of 570 storage units of various sizes, plus a combined office/onsite manager residence building. An enlarged entrance to the facility would be constructed off Grider Way. Fencing and landscaping would be installed.

Project Background

As noted, two of the parcels proposed for annexation have been developed, each with a commercial building. A site plan for development of four of the parcels within the current project site was submitted to San Joaquin County (County) in 2020. The site plan proposed the development of a storage facility similar to the application for City approval described in this document; under the County application only eight storage buildings would be built. The County approved the site plan with conditions on April 21, 2021. At the time of County approval, the project site was expected to remain in the County but

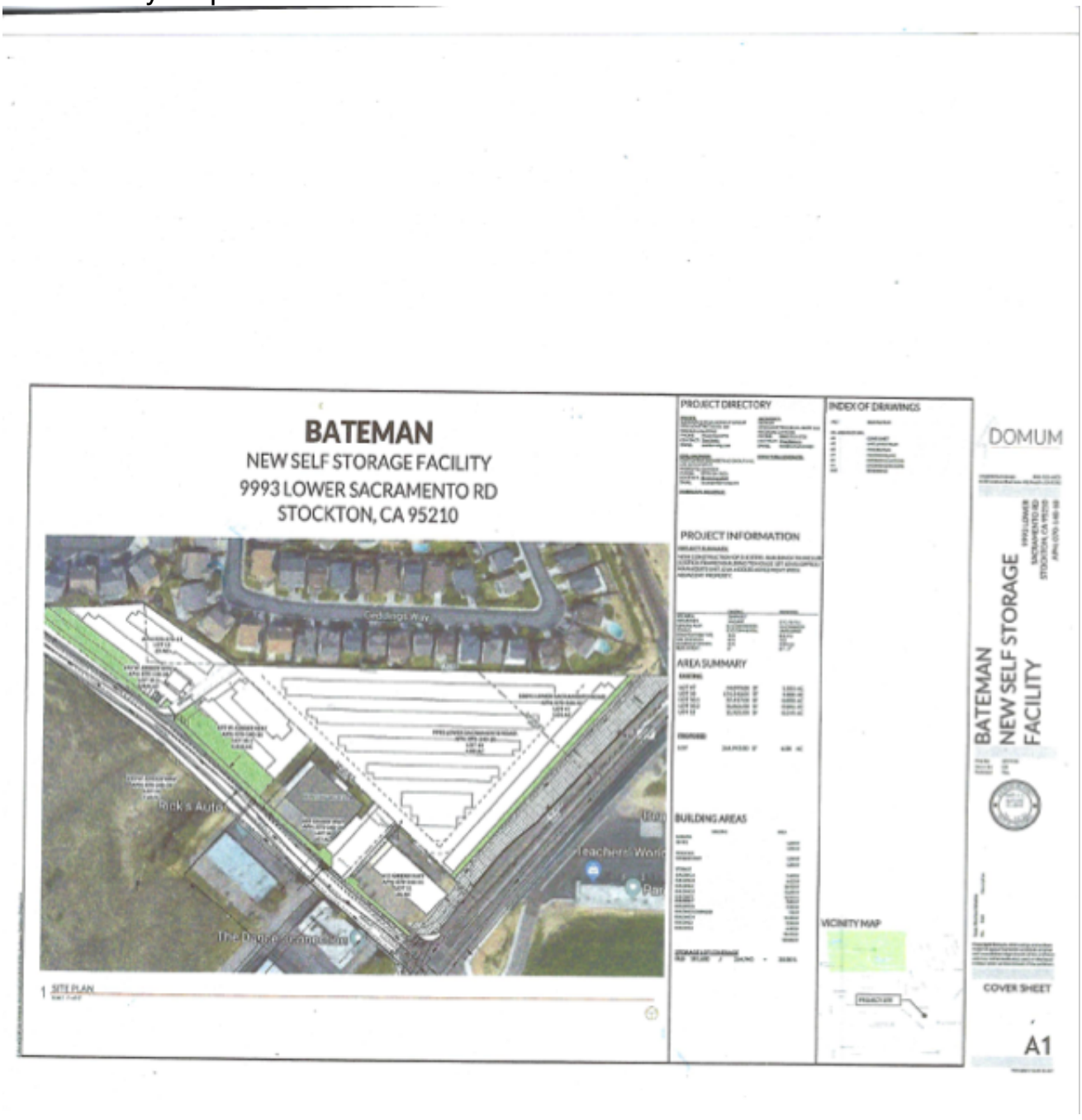
would connect to the water, wastewater, and storm drainage systems of the City of Stockton. Connection to City utilities would, however, have required an Out-of-Area Agreement with the City. The LAFCo has expressed concern about the use of Out-of-Area Agreements for projects, indicating a preference for annexation. As a result, the project applicant has submitted an application to the City requesting annexation of the project site, along with a pre-zoning request and request for necessary City approvals of the proposed site development.

Draft Cultural/Archeological Resources Mitigation Language:
CULT-1: If any subsurface archaeological resources are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified archaeologist can examine these materials, initially evaluate their significance and, if potentially significant, recommend measures on the disposition of the resource. The City shall be immediately notified in the event of a discovery. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City. Recommended measures could include, but are not limited to, 1) preservation in place, or 2) excavation, recovery, and curation by qualified professionals.

Tribal Cultural Resources:
TCR-1: A minimum of seven days prior to the start of any ground-disturbing activity, the contractor shall notify the City's Community Development Department and the United Auburn Indian Community (UAIC) of the start date and invite a UAIC tribal representative or tribal monitor to inspect the project site within the first five days of ground disturbance activity. During this inspection, the UAIC tribal representative or tribal monitor shall provide an onsite meeting for construction personnel information on tribal cultural resources and a workers awareness brochure. The meeting shall include relevant information on sensitive tribal cultural resources, applicable regulations and protocols for avoidance, and consequences of violating State laws and regulations. It shall describe appropriate avoidance and minimization measures for resources and shall outline what to do and whom to contact if any potential tribal cultural resources are encountered. The meeting shall underscore the requirement for confidentiality and culturally appropriate treatment of any find with cultural significance to Native American tribal values.
TCR-2: If any potential tribal cultural resources are encountered during project construction activities, all work within 100 feet of the encounter shall be suspended, and the UAIC, the City, and the onsite project manager shall be immediately notified. If human remains are encountered, the County Coroner shall also be notified in accordance with California Health and Safety Code Section 7050.5(c). The tribal monitor and/or a qualified archaeologist shall examine the find and determine the

archaeologist shall examine the find and determine the disposition of the resource. Preservation in place is the preferred alternative, although other options may be pursued in coordination with the tribal monitor. The location and nature of the encountered resource shall be strictly confidential, and under no circumstances shall the contractor or any employee collect the encountered material.

Please see attached cultural resources mitigation/information from San Joaquin County Site Approval No. PA-2000188
Source: United Auburn Indian Community (UAIC), Attached Site Plan and Vicinity Map



for each phase of the project. These parking space(s) shall be located as close as possible to the primary entrance to the building.

(11) Adequate sanitary facilities shall be provided for the facility, per the requirements of Chapter 4 of the California Plumbing Code.

(12) Pursuant to Section 422.4 of the California Plumbing Code, toilet facilities shall be accessible to employees at all times, should not be more than 500 feet from where employees are regularly employed and accessible by not more than one flight of stairs. The plans shall indicate the location of the toilet facilities and the travel distance from work areas.

(13) This project will be required to comply with the Model Water Efficient Landscape Ordinance requirements of the California Code of Regulations, Title 22, Division 2, Chapter 2.7

2. UNITED AUBURN INDIAN COMMUNITY (Contact: [916] 251-1565, see memo and attachments dated March 30, 2021)

   a. **CULTURAL AWARENESS TRAINING:** A Tribal Cultural Resource Awareness brochure shall be provided to all construction personnel, and a training program shall be developed in coordination with interested Native American Tribes for all personnel involved in project implementation.

   b. **TRIBAL MONITOR:** A minimum of seven (7) days prior to the beginning of earthwork or other soil disturbing activities, the applicant shall notify the United Auburn Indian Community (UAIC) with the proposed earthwork start-date and a UAIC Tribal representative or Tribal Monitor shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five (5) days of groundbreaking activity, or as appropriate for the type and size of the project.

   If any TCRs are encountered during this initial inspection, or during any subsequent construction activities, work shall be suspended within 100 feet of the find and appropriate mitigation measures shall be implemented. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project design.

3. DEPARTMENT OF PUBLIC WORKS (Contact: [209] 468-3000, see memo dated March 16, 2021)

4. ENVIRONMENTAL HEALTH DEPARTMENT (Contact: [209] 468-3420, see memo dated March 17, 2021)

5. SAN JOAQUIN COUNCIL OF GOVERNMENTS (Contact: [209] 235-0600, see memo dated December 1, 2020)

FOR NOTES AND INFORMATION ONLY:

See PG&E letter dated January 20, 2021.

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uaic
mitigation.pdf

Stowers, Stephanie [CDD]

From: Anna Starkey <astarkey@auburnrancheria.com>
Sent: Tuesday, March 30, 2021 3:20 PM
To: Stowers, Stephanie [CDD]
Cc: Anna Cheng
Subject: RE: PA-2000188 - AB52 Consultation
Attachments: 4_TribalCulturalResources_PostGroundDist_SiteVisit.pdf; 5 _TribalCulturalResources_Worker_Awareness_Training.pdf; CulturalAwarenessBrochure_PrintReady.pdf

Hi Stephanie,
Thank you for the update. Are any other Tribes actively consulting/requesting site visits/providing mitigation measures for this project?
I wanted to take a brief moment to tell you about Tribal values regarding cultural sites and disturbed soils. For archaeology, generally if a site is disturbed then there is no context, thus it lacks integrity and is not able to answer important scientific questions. From a Tribal perspective, disturbed soils does not lessen a site's value or significance as there is still a "spiritual connection" for tribes to the site. That being said and based off the known site, there is a possibility of human remains to be present. Then of course the with Health and Safety Code Section 7050.5(c) and Public Resources Code Section 5097.98. will be enacted.

I don't believe a site visit is warranted because if there is anything present, it would be buried. Do you know how deep any ground disturbance is anticipated for this project?
I've attached some generalized mitigation measures that I think will suffice for this project, which includes a workers awareness training program and a post-ground disturbance site visit. If ground disturbance is minimal, then we can omit the PGDSV measure. Let me know.

Please allow me to review the draft environmental document and if we are in agreement to the mitigation measures, as they are written in the document, we can close consultation for this project. Let me know if you have any questions or concerns.

Thank you,
Anna Starkey

The United Auburn Indian Community is now accepting electronic consultation request, project notifications, and requests for information! Please fill out and submit through our website. Do not mail hard copy letters or documents. https://auburnrancheria.com/programs-services/tribal-preservation

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Tribal Cultural Resources
Post Ground Disturbance Mitigation Measure

Due to the cultural sensitivity of the project area, the following mitigation measure[1] is intended to address the potential for buried Tribal Cultural Resources (TCRs) that may be unearthed during ground disturbing activities.

A minimum of seven days prior to beginning earthwork, clearing and grubbing, or other soil disturbing activities, the applicant shall notify lead agency of the proposed earthwork start-date. The lead agency shall contact the United Auburn Indian Community (UAIC) with the proposed earthwork start-date and a UAIC Tribal Representative or Tribal Monitor shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity, or as appropriate for the type and size of project,. During this inspection, a UAIC Tribal Representative or Tribal Monitor may provide an on-site meeting for construction personnel information on TCRs and workers awareness brochure.

If any TCRs are encountered during this initial inspection, or during any subsequent construction activities, work shall be suspended within 100 feet of the find and the measures included in the **Inadvertent/Unanticipated Discoveries Mitigation Measure** shall be implemented. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign.

The contractor shall implement any measures deemed by CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize significant effects to the resources, including the use of a paid Native American Monitor during ground disturbing activities.

[1] Proposed Mitigation Measure includes suggested template language to assist lead CEQA agencies, and their consultants, in understanding the Tribe's policies and expectations. All measures are subject to periodic review and change by the consulting Tribe to reflect best practices and to be worded on a project scope and site specific basis.

Tribal Cultural Resources
Cultural Awareness Training

The following mitigation measure is intended to address the cultural sensitivity of the project area by including a Tribal Cultural Resources Awareness Training for relevant project personnel and construction workers. The Tribal Cultural Awareness Training shall be specified in the Mitigated Negative Declaration (MND), or the Environmental Impact Report, the Mitigation Monitoring and Reporting Program (MMRP), and the Standard Construction Specifications for the project.

- A Tribal Cultural Resource Awareness brochure and training program for all personnel involved in project implementation shall be developed in coordination with interested Native American Tribes. The brochure will be distributed and the training will be conducted by Native American Representatives, or Tribal Monitors from culturally affiliated Native American Tribes before any stages of project implementation and construction activities begin on the project site. The training may be done in coordination with the project archaeologist.

- The program will include relevant information regarding sensitive Tribal Cultural Resources (TCRs), applicable regulations and protocols for avoidance, as well as consequences of violating State laws and regulations. The program will describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential TCRs or archaeological resources are encountered. The program will underscore the requirement for confidentiality and culturally appropriate treatment of any find with cultural significance to Native Americans Tribal values. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training.

Protocols for Discovery of Suspected Human Remains

The protocols for human remain discoveries are similar for other discoveries. It is important to treat any human remains with sensitivity, dignity, and respect.

1. All work will immediately stop within 100 feet of the find. Work will also stop in areas where there is reason to believe additional human remains could be located (generally determined by a tribal monitor and qualified archaeologist).

2. UAIC and the on-site project/ construction manager will be notified immediately and the County coroner will be called.

3. The location of any Native American Human remains must remain strictly confidential.

Additional Information

When in doubt, stop work and notify the tribal monitor and construction manager.

Do not disturb or take photos of the find. Do not share any information on social media.

Who We Are

The United Auburn Indian Community of the Auburn Rancheria (UAIC) is comprised of Miwok and Southern Maidu (Nisenan) people whose area of geographic traditional and cultural affiliation encompasses all of Amador, El Dorado, Nevada, Placer, Sacramento, Sutter and Yuba counties, as well as portions of Butte, Plumas, San Joaquin, Sierra, Solano and Yolo counties. The historic Auburn Rancheria is located in the Sierra Nevada foothills in Auburn, California.

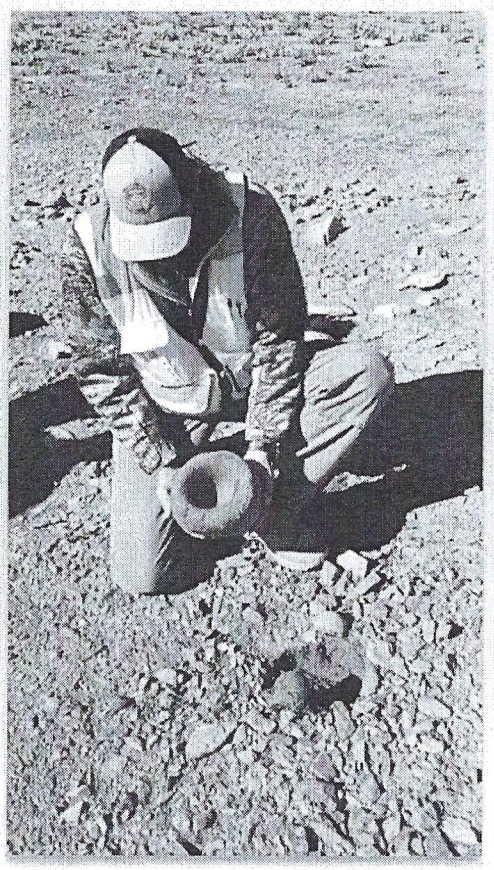
Learn more about us at
www.auburnrancheria.com

Tribal Historic Preservation Department

Main Tribal Office
(530) 883-2390

United Auburn Indian Community

Tribal Cultural Resources



United Auburn Indian Community
of the Auburn Rancheria
10720 Indian Hill Road
Auburn CA, 95603

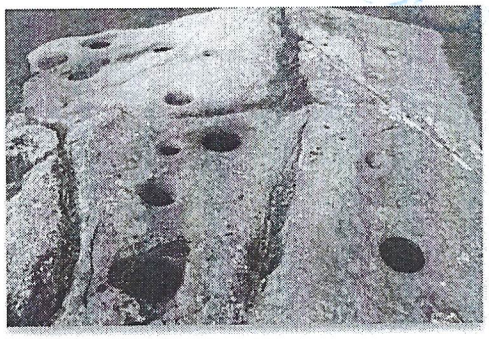
Protection Measures and Protocols

The UAIC has developed measures listed below to protect any unanticipated finds of tribal cultural resources (TCRs) and achieve compliance with federal, state and environmental laws.

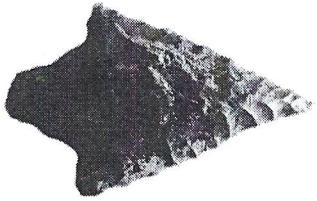
1. All work must stop IMMEDIATELY within 100 feet of the find. Work may be stopped by the Tribal monitor or a qualified archaeologist. Work may continue on the rest of the project as long as project activities stay at least 100 feet away.
2. The on-site project/construction manager will immediately be informed of the possible find and contact a qualified archeologist or tribal monitor of the find.
3. Under NO circumstances will any contractor or employee collect the archaeological material/ TCRs.
4. It is important for the integrity of the find and for culturally appropriate treatment, and that no violation is issued. Reasonable methods must be taken to ensure that there is no disturbance or damage (including theft) to the find and its context and surrounding areas.
5. It is important to respect the direction of the tribal monitor or other authorized tribal representative regarding identification and treatment of finds.
6. The location and nature of the discovery will be strictly confidential, shared only with individuals that need to know.

Examples of Tribal Cultural Resources

Many types of Tribal Cultural Resources (TCRs) are also considered archaeological/cultural resources. The most common types of TCRs include stone tools (projectile points, flaked stone, and milling stones), shell, beads, and a cultural soil called "midden". TCRs can also be native plants and cultural landscapes. Types of artifacts and sites from the historic-era include bottles, cans, ceramics, building foundations, and bricks.

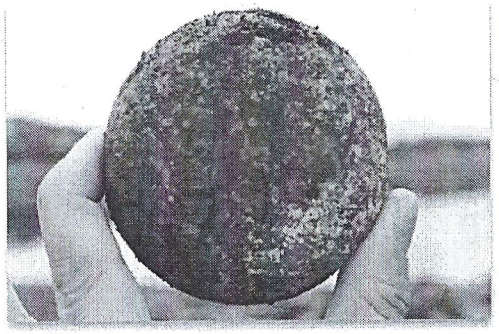


Bedrock Mortars

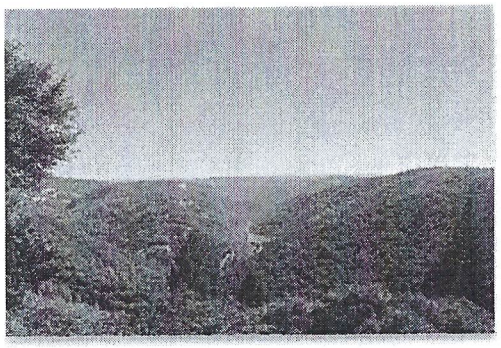


Projectile Point

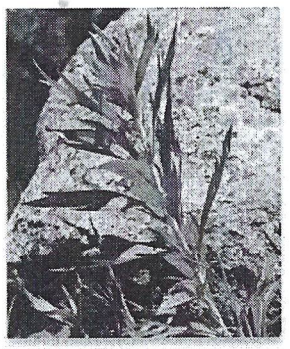
Bowl Mortar



Handstone



Landscapes and Viewsheds



Native Plants