Public Draft

MINER AVENUE COMPLETE STREETS/ PRECISE ROAD PLAN (P16-0560)

Initial Study/Proposed Mitigated Negative Declaration

Prepared for
City of Stockton

December 2016

CITY OF STOCKTON
PUBLIC NOTICE OF INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION/PUBLIC MEETING
(Pursuant to Public Resources Code Sections 21092 and 21092.3 and
Cal. Code of Regulations Title 14, Sections 15072, 15073 and 15087)

The City of Stockton Community Development Department has completed, independently reviewed and analyzed the following Draft Initial Study/Proposed Mitigated Negative Declaration:

THE DRAFT INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION FOR A PRECISE ROAD PLAN FOR THE MINIER AVENUE COMPLETE STREETS PROJECT (P16-0560).

The project area is located in the greater Downtown area and is along Miner Avenue between Center Street and the Union Pacific Railroad (UPRR) underpass in the City of Stockton. The project consists of a lane reduction from four to two lanes (road diet), and the addition of Class II bicycle lanes throughout the project area, median islands with landscaping, a potential round-about at the intersection of Miner Avenue and San Joaquin Street, traffic signal modifications at the signalized intersections, the installation of streetlights, pedestrian and bicycle amenities and "parklets" (small landscaped amenity areas) as well as the addition of bulb-out round corners to provide compliance with the Americans with Disabilities Act (ADA), compliant street crossings, and bollards

A copy of the Draft Initial Study/Proposed Mitigated Negative Declaration may be reviewed and/or obtained at the following address or **http://www.stocktonca.gov/environmental**.

Attn: Jenny Liaw, Senior Planner
Community Development Department
Planning and Engineering Division
345 North El Dorado Street
Stockton, CA 95202

A public meeting will be hold on **Wednesday, January 04, 2017 at 6:00 p.m. - 7:30 p.m.** at Stockton Memorial Civic Auditorium, North Hall, and 525 North Center Street, Stockton. Any written comments on this document must be received at this same address no later than **January 09, 2017 by 4:30 p.m.** Further information may be obtained by contacting the City Planning and Engineering Division at (209) 937-8266.

The Planning Commission will consider the Draft Initial Study/Proposed Mitigated Negative Declaration at their meeting of **January 26, 2017 at 6:00 p.m.** in the Council Chambers, second floor, City Hall, 425 North El Dorado Street. Anyone wishing to be heard on the issue may appear before the City Planning Commission at the time of the public meeting.

All proceedings before the City Planning Commission are conducted in English. The City of Stockton does not furnish interpreters and if one is needed, it shall be the responsibility of the person needing one.

If you challenge the proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission, at, or prior to, the public meeting.

DAVID KWONG, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMEN

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List of Acronyms Used in this Document

ADA	Americans with Disabilities Act
AB	Assembly Bill
ADT	Average Daily Traffic
APE	area of potential effect
ARB	California Air Resources Board
ASTM	American Society for Testing and Materials
ATP	Active Transportation Plan
BAAQMD	Bay Area Quality Management District
bls	below land surface
BMPs	Best Management Practices
Cal Water	California Water Service Company
CAAQS	California Ambient Air Quality Standards
CAP	Climate Action Plan
CCAP	Climate Change Action Plan
CCR	California Code of Regulations
CDD	Community Development Director
CDHP	California Department of Public Health
CE	Categorical Exclusion
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH_4	methane
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent
CO	carbon monoxide
CO_2	carbon dioxide
dB	decibel
dBA	A-weighted decibels
DDT	Dichloridiphenyltric hloroethane
DPM	diesel particulate matter
DRC	Development Review Committee
DRP	Development Review Process
DWSC	Stockton Deep Water Ship Channel
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FMMP	Farmland Mapping and Monitoring Program
GAMAQI	San Joaquin Valley Air Pollution Control District's Guide for Assessing and Mitigating Air Quality Impacts

GHG	greenhouse gases
I-5	Interstate 5
IPCC	Intergovernmental Panel on Climate Change
ISA	Initial Site Assessment
IS/MND	Initial Study/Mitigated Negative Declaration
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MEP	Maximum Extent Practicable
MGD	million gallons per day
mph	miles per hour
MS4	Municipal Separate Storm Sewer System
msl	mean sea level
MUD	City of Stockton Municipal Utilities Department
NAAQS	National Ambient Air Quality Standards
NOI	Notice of Intent
ND	Negative Declaration
NEPA	National Environmental Policy Act
NESHAP	U.S. EPA National Emissions Standards for Hazardous Air Pollutants
N_2O	nitrous oxide
NO2	nitrogen dioxide
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Administration
PA/ED	Project Approval and Environmental Document
PC	Planning Commission
PCBs	Polychlorinated biphenyls
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PM10	particulate matter 10 microns or less in diameter
PM2.	particulate matter 2.5 microns or less in diameter
PPV	peak particle velocity
PRC	Public Resources Code
REC	Recognized Environmental Condition
ROG	reactive organic gases
ROW	right-of-way
RWCF	Regional Wastewater Control Facility
RWQCB	Regional Water Quality Control Board
SB 5	Senate Bill 5
SEWD	Stockton East Water District
sf	square feet
SF_6	sulfur hexafluoride
SFD	Stockton Fire Department

SJMSCP	San Joaquin County Multi-Species Open Space and Habitat Conservation Plan
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO_2	sulfur dioxide
SPD	Stockton Police Department
SR	State Route
SUSD	Stockton Unified School District
SWMP	Storm Water Management Program
SWPPP	Storm Water Pollution Prevention Plan
SWQCCP	Storm Water Quality Control Criteria Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TMDLs	total maximum daily loads
UPRR	Union Pacific Railroad
USC	U.S. Code
UST	Underground Storage Tank
VHFHSZ	Very High Fire Hazard Severity Zones
WDID	Waste Discharger's Identification Number

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CHAPTER 1.0
Project Brief

The City of Stockton (City) proposes the preparation of a Precise Road Plan and the Miner Avenue Complete Streets Project (project), which is a ten block rehabilitation and beautification project, in accordance with the City Council approved Miner Avenue Streetscape Plan for the corridor. The location of the proposed Precise Road Plan and associated improvements is along Miner Avenue between Center Street and the Union Pacific Railroad (UPRR) underpass in the City of Stockton, California with the current phase of complete streets improvements occurring between Center Street and Aurora Street. Future phases to complete the improvements as laid out in the Precise Road Plan are to be phased as funding becomes available through the Capital Improvement Program. It is also possible that construction of portions of the improvements may occur in conjunction with land development projects under conditions imposed by the City.

The rehabilitation improvements include a lane reduction from four to two lanes (one lane in each direction) and the inclusion of Class II bicycle lanes[1] throughout the project area. The project also proposes the addition of median islands and a potential round-about at the San Joaquin Street intersection; traffic signal modifications at the signalized intersections and streetlights; the addition of pedestrian and bicycle amenities; some aesthetic improvements, including landscaped medians and parklets; and the addition of bulb-out round corners with ADA compliant crossings and bollards.

The Precise Road Plan application will be reviewed and a decision will be recommended by the Development Review Committee (DRC) to the Community Development Director (CDD). The CDD will make a recommendation to the Planning Commission (PC) and a public hearing will be conducted. The PC will review the application and make a decision during the hearing, as well as recommend its decision to the City Council. The City Council will make the final decision for the proposed project through a public hearing.

Because federal funds from the Federal Highway Administration would be used in part to construct the project, the California Department of Transportation (Caltrans) is acting as federal lead agency for the National Environmental Policy Act (NEPA) under its assumption of responsibility pursuant to 23 U.S. Code (USC) 326. The City is acting as state lead agency for this project under the California Environmental Quality Act (CEQA). NEPA approval is expected to be achieved with a Categorical Exclusion (CE). CEQA approval would be achieved with this Initial Study/Proposed Mitigated Negative Declaration (IS/MND). This IS/MND has been

[1] The Caltrans Highway Design Manual (Caltrans, 2015) defines Class II bicycle lanes as bicycle lanes with a striped lane for one-way bicycle travel on a street or highway.

prepared in compliance with CEQA to support the proposed MND, the NEPA CE, and other required permits and approvals.

The proposed project is described in detail in Chapter 2.0, *Project Description*, of this Initial Study.

1.1 Purpose of Initial Study

CEQA compliance is required for all projects for which a public agency has a discretionary action, unless the project is exempted by statute in an act of the Legislature. CEQA, as amended, requires that public agencies regulate activities which may affect the quality of the environment. This ensures that major consideration is given to preventing damage to the environment. Guidelines for implementation of CEQA are found in the *CEQA Guidelines* (Title 14, Chapter 3 of the California Code of Regulations [CFR]).

The IS/MND is a public document to be used by the City, acting as the CEQA lead agency to determine whether the project may have a significant effect on the environment pursuant to CEQA. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment that cannot be mitigated, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an environmental impact report (EIR), use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze the project at hand (Public Resources Code Sections 21080[d], 21082.2[d]).

If the agency finds no substantial evidence that the project or any of its aspects may cause a significant impact on the environment with mitigation, an MND shall be prepared with a written statement describing the reasons why the proposed project, which is not exempt from CEQA, would not have a significant effect on the environment and therefore why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371).

According to State CEQA Guidelines Section 15070, a Negative Declaration (ND) shall be prepared for a project subject to CEQA when either:

1) The IS shows there is no substantial evidence in light of the whole record before the agency, that the project may have a significant effect on the environment, or

2) The initial study identifies potentially significant effects, but:

    a. Revisions in the project plans or proposals made by, or agreed to by the applicant before the proposed MND and initial study are released for public review would avoid the effects or mitigate the effects to the point where clearly no significant effects would occur, and

    b. There is not substantial evidence, in light of the whole record before the agency that the proposed project as revised may have a significant effect on the environment.

This IS/MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the State CEQA Guidelines Title 14 California Code of Regulations (CCR) Section 15000 et seq.

The proposed rehabilitation of Miner Avenue is not exempt from CEQA consideration. The City has determined that the project involves the potential for significant environmental effects; these potential environmental effects are evaluated in this IS/MND in Chapter 3.0.

The IS concludes that the project would potentially have significant environmental effects, but that these effects would be reduced to a less than significant level with recommended mitigation measures. Therefore, an MND is anticipated to be prepared.

1.2 Scope of Initial Study

This IS/MND describes the proposed project, its environmental setting, discusses the potential environmental effects of the project, and identifies feasible mitigation measures that would reduce the potentially significant adverse environmental effects of the project to a less than significant level. The IS/MND considers the project's potential for significant environmental effects in the subject areas identified in Appendix G of the CEQA Guidelines, the CEQA Checklist.

1.3 Environmental Evaluation Terminology

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

City	City of Stockton
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
IS/MND	Initial Study/Mitigated Negative Declaration

The CEQA Checklist is used to evaluate the potential environmental effects of the project and includes a list of environmental considerations against which the project is evaluated. For each checklist item, a determination is made as to whether the project will involve: 1) No Impact, 2) a Less Than Significant Impact, 3) a Less Than Significant Impact with Mitigation Incorporated, or 4) a Potentially Significant Impact.

- **No Impact:** A No Impact determination applies where a project does not create an impact in the respective checklist category.
- **Less Than Significant:** A Less Than Significant Impact determination applies when the project would not create a significant impact and mitigation is not required to lessen the impact to less than significant.
- **Less Than Significant with Mitigation Incorporated:** A Less Than Significant with Mitigation Incorporated determination applies where the project would potentially result in a significant impact, but mitigation measures have been included to reduce the effect to a less than significant level.

- **Potentially Significant:** A Potentially Significant Impact determination is appropriate when there is substantial evidence that an effect of the project may be significant and mitigation of the impact is either not available or does not reduce the impact to a less than significant level. If there are one or more Potentially Significant Impact entries in the Initial Study, an EIR is required.

This IS/MND prescribes mitigation measures for the potentially significant environmental effects of the project. Some mitigation measures are regulatory requirements established by the City and other agencies and routinely implemented in conjunction with new development. These mitigation measures are referred to in this document as "Required Mitigation Measures". Mitigation measures that are not already established in law and practice are identified as "Additional Mitigation Measures."

1.4 Summary of Environmental Effects and Mitigation Measures

Table 1, **Summary of Impacts and Mitigation Measures**, summarizes the results of the CEQA Checklist and associated analysis discussed in Chapter 3.0.

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Aesthetics			
Have a substantial adverse effect on a scenic vista.	None Required	No Impact	N/A
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	None Required	No Impact	N/A
Substantially degrade the existing visual character or quality of the site and its surroundings.	None Required	Less than Significant	N/A
Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.	None Required	Less than Significant	N/A
Agricultural and Forest Resources			
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	None Required	No Impact	N/A
Conflict with existing zoning for agricultural use, or a Williamson Act contract.	None Required	No Impact	N/A
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)).	None Required	No Impact	N/A
Result in the loss of forest land or conversion of forest land to non-forest use.	None Required	No Impact	N/A
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.	None Required	No Impact	N/A
Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan.	None Required	Less than Significant	N/A
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	None Required	Less than Significant	N/A

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Air Quality (cont.)			
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	None Required	Less than Significant	N/A
Expose sensitive receptors to substantial pollutant concentrations.	None Required	Less than Significant	N/A
Create objectionable odors affecting a substantial number of people.	None Required	Less than Significant	N/A
Biological Resources			
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	**San Joaquin County Multi-Species Open Space and Habitat Conservation Plan.** The City has chosen to opt-in to the SJMSCP and retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.	No Impact	p. 3-18
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	None Required	No Impact	N/A
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	None Required	No Impact	N/A
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.	**San Joaquin County Multi-Species Open Space and Habitat Conservation Plan.** **Mitigation Measure BIO-1: Protect Nesting Birds.** The Project Sponsor shall abide by all provisions of Sections 3503 and 3503.5 of the California Fish and Game Code and Migratory Bird Treaty Act of 1918 (MBTA), provided that the MBTA does not apply to those birds not protected by the MBTA, as published in the Federal Register (Vol. 78, No. 212; November 1, 2013). During construction of the project, the removal of trees shall occur between September 1 and January 31. Tree removal should be avoided from February 1 to August 31, which is the typical migratory bird nesting period (nesting period) in this part of California. If no vegetation removal is proposed during the nesting period, then no surveys are required.	Less than Significant	p. 3-18

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Biology (cont.)			
	If it is not feasible to avoid tree removal during the nesting period, a qualified wildlife biologist shall conduct a survey for nesting birds. Surveys shall be conducted no earlier than three days prior to the commencement of removal of the tree or demolition of buildings. Following the survey, the wildlife biologist shall provide a report to the City detailing the findings. If nesting birds that are covered by the MBTA and/or Sections 3503 and 3503.5 of the California Fish and Game Code are discovered in a tree will be removed, tree removal will be delayed until the nest(s) is no longer active; either the nest fails or the nest is successful and the young fledge and are no longer dependent on the nest for survival. The latter will be determined by a qualified biologist.		
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	None Required	Less than Significant	N/A
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	**San Joaquin County Multi-Species Open Space and Habitat Conservation Plan.**	Less than Significant	p. 3-18
Cultural Resources			
Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	**Mitigation Measure CR-1: Protection of National Register-eligible Resources.** Protective measures shall be implemented for any construction work occurring within 50 feet of Saint John's Episcopal Church and Guild Hall at 115 East Miner Avenue, the Southern Pacific Railroad Depot at 201 North Sacramento Street, and the Medico-Dental Building 242 North Sutter Street. The specifics of these protective measures shall be approved by the City of Stockton with the purpose of shielding and protecting these buildings from construction equipment and materials as well as debris resulting from the construction. An architectural historian that meets the Secretary of the Interior's qualifications will determine if any sidewalk or street features are considered character-defining elements of these three resources. Any alterations to the character-defining features of these buildings will be done in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (NPS, 1995) and PRC 5024.5.	Less than Significant	p. 3-30
Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.	**Stockton Municipal Code 16.36.050: Cultural Resources.** 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.	Less than Significant	p. 3-29 & 3-30

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Cultural Resources (cont.)			
	B. Archaeological Resources. In the event that archaeological resources are discovered during any construction, construction activities shall cease, and the 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 Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission 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. (Prior code § 16-310.050). **Mitigation Measure CR-2: Extended Phase I Survey.** During the preliminary design for development and prior to any ground-disturbing activity associated with the proposed project, the City shall undertake the following: • Extended Phase I Survey. Because there is the potential for archaeological resources to exist in the project area, the City shall retain a Secretary of the Interior-qualified archaeologist, in consultation with a Native American representative, to prepare and implement an Extended Phase I (XPI) Survey. The XPI Survey will identify the property types of expected archaeological resources, the testing method to be used to define resource boundaries and constituents, and the locations recommended for testing. The purpose of the XPI Survey will be to determine to the extent possible the presence or absence of cultural resources in the proposed areas of disturbance for the project and a preliminary evaluation of whether any cultural resources encountered constitute a historical resource under CEQA. • Preservation in Place. Following the XPI Survey, if a significant cultural resource is identified, a qualified archaeologist, in consultation with the City and the appropriate Native American representative shall determine whether preservation in place is feasible. Consistent with CEQA Guidelines Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If it is determined that preservation in place is not feasible for the resource and another type of mitigation would better serve the interests protected by CEQA, mitigation shall include data recovery through archaeological investigations and the City shall undertake the following: • Archaeological Research Design and Treatment Plan. If avoidance or preservation in place is not feasible for the identified resource, the City shall retain a Secretary of the Interior-qualified archaeologist who, in consultation with a Native American representative, shall		

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Cultural Resources (cont.)			
	prepare a detailed Archaeological Research Design and Treatment Plan (ARDTP) that shall be submitted to the City for review and approval. The ARDTP shall identify a proposed data recovery program and how the data recovery program would preserve the significant information the archaeological resource is expected to contain. Treatment would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim of targeting the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The ARDTP shall include provisions for analysis of data in a regional context; reporting of results within a timely manner and subject to review and comments by the appropriate Native American representative, before being finalized; curation of artifacts and data at a local facility acceptable to the City and appropriate Native American representative; and dissemination of final confidential reports to the appropriate Native American representative, the Central California Information Center of the California Historical Resources Information System and the City.		
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**Mitigation Measure CR-3: Inadvertent Discovery of Paleontological Resources.** If potential fossils are discovered during project implementation, all earthwork or other types of ground disturbance within 100 feet of the find shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. The paleontologist may also propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations will be consistent with Society of Vertebrate Paleontology guidelines and currently accepted scientific practice. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection, and may also include preparation of a report for publication describing the finds.	Less than Significant	p. 3-31
Disturb any human remains, including those interred outside of formal cemeteries.	**Mitigation Measure CUL-4: Tribal Cultural Resources Interpretive Program.** In consultation with the affiliated Native American tribal representatives, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible. If preservation in place of the tribal cultural resource is not a sufficient or feasible option, the City shall implement an interpretive program of the tribal cultural resource in consultation with affiliated tribal representatives. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.	Less than Significant	p. 3-32

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Geology, Soils, and Seismicity			
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.	None Required	No Impact	N/A
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	None Required	Less than Significant	N/A
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.	None Required	Less than Significant	N/A
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.	None Required	No Impact	N/A
Result in substantial soil erosion or the loss of topsoil.	None Required	Less than Significant	N/A
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	None Required	Less than Significant	N/A
Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property.	None Required	Less than Significant	N/A
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.	None Required	No Impact	N/A
Greenhouse Gas Emissions			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	None Required	Less than Significant	N/A
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	None Required	Less than Significant	N/A

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Hazards and Hazardous Materials			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	None Required	Less than Significant	N/A
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.	**Mitigation Measure HAZ-1: Safe Removal and Proper Disposal of Materials Contaminated by Lead.** The City shall ensure, through the enforcement of contractual obligations, that work plans address procedures for the safe removal and proper disposal of materials contaminated with asbestos. Any identified lead-based paint must be removed and disposed of in the proper waste facility. The demolition of the structures shall comply with the U.S. EPA National Emissions Standards for Hazardous Air Pollutants (NESHAP) and the SJVAPCD rules and regulations regarding lead. **Mitigation Measure HAZ-2: Contamination of Soil and/or Groundwater.** During construction activities for the proposed project, if contaminated soil and/or groundwater are encountered or suspected contamination is encountered, work should be stopped in the suspected area of contamination and the type and extent of the contamination be identified. If necessary, a remediation plan shall be implemented in conjunction with continued construction of the proposed project.	Less than Significant	p. 3-57
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2	Less than Significant	p. 3-57
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.	Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2	Less than Significant	p. 3-57
Result in a safety hazard for people residing or working in the project area, 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.	None Required	No Impact	N/A
Result in a safety hazard for people residing or working in the project area, for a project within the vicinity of a private airstrip.	None Required	No Impact	N/A
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None Required	Less than Significant	N/A
Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	None Required	No Impact	N/A

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Hydrology and Water Quality			
Violate any water quality standards or waste discharge requirements.	**Mitigation Measure HWQ-1: Implement Water Quality Best Management Practices (BMPs).** The City would ensure that the project contractor comply with the requirements of a NPDES permit from the Regional Water Quality Control Board (RWQCB), Central Valley Region. As part of the permit, the contractor would be required to prepare and implement an SWPPP into their construction plans, prior to initiating construction activities, identifying BMPs to be used to avoid or minimize any adverse effects before and during construction to surface waters. The SWQCCP identifies BMPs after construction. The following BMPs would be incorporated into the project as part of the construction specifications: • Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles. • Properly dispose of oil or other liquids. • Fuel and maintain vehicles in a specified area that is designed to capture spills. • Fuels and hazardous materials would not be stored on site. • Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids. • Schedule construction to avoid the rainy season as much as possible. • Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event. • Train construction workers in storm water pollution prevention practices. • Re-vegetate disturbed areas in a timely manner to control erosion.	Less than Significant	p. 3-64
Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	None Required	Less than Significant	N/A
Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site.	None Required	Less than Significant	N/A
Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.	None Required	Less than Significant	N/A

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Hydrology and Water Quality (cont.)			
Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage	None Required	Less than Significant	N/A
systems or provide substantial additional sources of polluted runoff.			
Otherwise substantially degrade water quality.	None Required	Less than Significant	N/A
Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	None Required	No Impact	N/A
Place within a 100-year flood hazard area structures that	None Required	No Impact	N/A
would impede or redirect flood flows.			
Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	None Required	Less than Significant	N/A
Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.	None Required	No Impact	N/A
Land Use and Land Use Planning			
Physically divide an established community.	None Required	No Impact	N/A
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	None Required	No Impact	N/A
Conflict with any applicable habitat conservation plan or natural community conservation plan.	None Required	Less than Significant	N/A
Mineral Resources			
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.	None Required	No Impact	N/A
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.	None Required	No Impact	N/A

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Noise			
Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**Mitigation Measure N-1: Implement Construction-Related Noise/Vibration Reduction Measures.** The following control measures shall be implemented in order to minimize noise and vibration disturbances at sensitive receptors during periods of construction: • 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. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.). • Utilize construction methods or equipment that will provide the lowest level of noise and ground vibration impact such as alternative low noise pile installation methods. • Turn off idling equipment when not in use for more than 10 minutes. • Implement a construction noise and vibration-monitoring program to limit the impacts. • Plan noisier operations during times of least sensitivity to receptors. • Keep noise levels relatively uniform and avoid impulsive noises. • Maintain good public relations with the community to minimize objections to the unavoidable construction impacts. Provide frequent activity update of all construction activities.	Less than Significant	p. 3-73
Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.	Mitigation Measure N-1	Less than Significant	p. 3-73
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	None Required	Less than Significant	N/A
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Mitigation Measure N-1	Less than Significant	p. 3-73
Expose people residing or working in the area to excessive noise levels, for a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport	None Required	No Impact	N/A
Expose people residing or working in the project area to excessive noise levels, for a project located in the vicinity of a private airstrip	None Required	No Impact	N/A

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Population and Housing			
Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)	None Required	Less than Significant	N/A
Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere.	None Required	No Impact	N/A
Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	None Required	No Impact	N/A
Public Services			
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 fire protection.	None Required	Less than Significant	N/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 police protection.	None Required	Less than Significant	N/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 schools.	None Required	No Impact	N/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 parks.	None Required	No Impact	N/A

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Public Services (cont.)			
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 other public facilities.	None Required	No Impact	N/A
Recreation			
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.	None Required	Less than Significant	N/A
Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.	None Required	Less than Significant	N/A
Transportation and Traffic			
Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	None Required	Less than Significant	N/A
Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	None Required	Less than Significant	N/A
Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks.	None Required	No Impact	N/A
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	None Required	No Impact	N/A

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Transportation and Traffic (cont.)			
Result in inadequate emergency access.	**Mitigation Measure TRANS-1: Maintain Emergency Access.** During construction, emergency access on public roadways shall be available at all times to maintain emergency vehicle access through the area. At no time during the construction period will the entire width of a public roadway be closed to emergency vehicle traffic. **Mitigation Measure TRANS-2: Develop Traffic Management Plan.** Prior to the start of construction, a Traffic Management Plan shall be developed that would reduce delays and obstructions caused by construction detours to the greatest extent possible. The plan developers shall coordinate with emergency service providers (i.e., fire and police) during plan development to ensure that traffic control measures proposed in the plan would meet the needs of the service providers. These detours shall be provided to all emergency services entities that service the area prior to their implementation to avoid impacts to emergency response times.	Less than Significant	p. 3-93
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	None Required	No Impact	N/A
Utilities and Service Systems			
Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board.	None Required	No Impact	N/A
Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	None Required	No Impact	N/A
Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.	As design progresses, several possible strategies that would fit this corridor: 1) The use of permeable paver systems in the walks or parking areas to detain and filter the stormwater, but this yields no volume reduction due to the low permeability soils; 2) The use of tree well planter filters that will reduce runoff and filter the water; 3) median bio-infiltration; and/or 4) mechanical cartridge based filtration devices.	Less than Significant	N/A
Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.	None Required	No Impact	N/A
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.	None Required	No Impact	N/A
Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	None Required	Less than Significant	N/A

TABLE 1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation	Mitigation Measure Page Number
Utilities and Service Systems (cont.)			
Comply with federal, state, and local statutes and regulations related to solid waste.	None Required	Less than Significant	N/A
Mandatory Findings of Significance			
Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.	San Joaquin County Multi-Species Open Space and Habitat Conservation Plan, Mitigation Measure BIO-1, Stockton Municipal Code 16.36.050: Cultural Resources, Mitigation Measure CR-1, Mitigation Measure CR-2, Mitigation Measure CR-3, and Mitigation Measure CR-4	Less than Significant	p. 3-18, 3-29, 3-30, 3-31, & 3-32
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).	None Required	Less than Significant	N/A
Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.	Mitigation Measure HAZ-1, Mitigation Measure HAZ-2, Mitigation Measure HWQ-1, Mitigation Measure N-1, Mitigation Measure TRANS-1, and Mitigation Measure TRANS-2	Less than Significant	p. 3-57, 3-64, 3-73, & 3-93

CHAPTER 2.0
Project Description

The proposed project is a ten block Precise Road Plan and rehabilitation and beautification improvement project, in accordance with the City Council approved Miner Avenue Streetscape Plan for the corridor. The location of the proposed Precise Road Plan and improvements is along Miner Avenue between Center Street and the Union Pacific Railroad (UPRR) underpass in the City of Stockton, California with the current phase of complete streets improvements occurring between Center Street and Aurora Street.

The rehabilitation improvements include a lane reduction from four to two lanes (one lane in each direction) and the inclusion of Class II bicycle lanes throughout the project area. The project also proposes the addition of raised median islands and a potential round-about at the San Joaquin Street intersection; traffic signal modifications at the signalized intersections and streetlights; the addition of pedestrian and bicycle amenities; some aesthetic improvements, including landscaped medians and parklets; and the addition of bulb-out round corners with ADA compliant crossings and bollards.

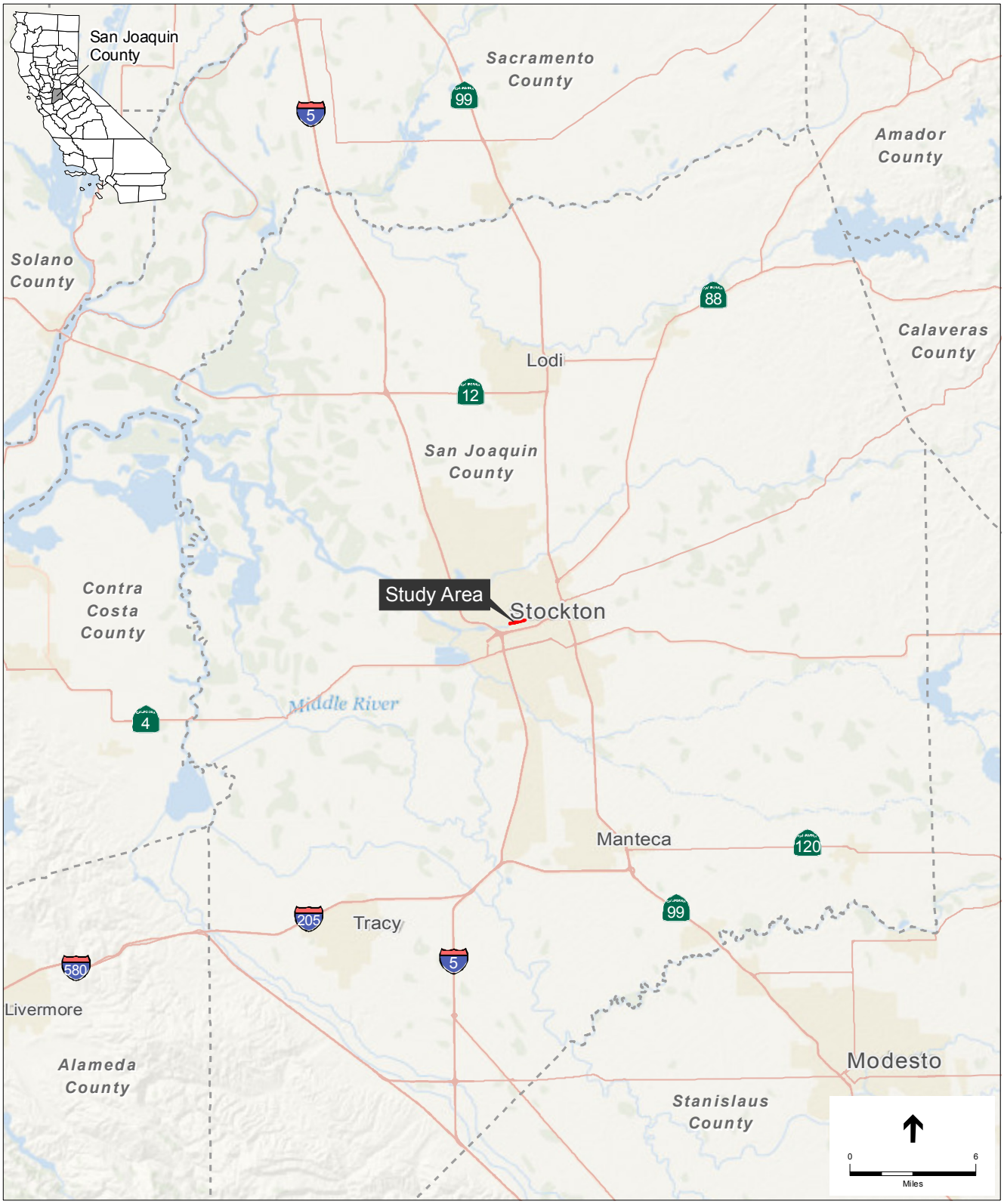
2.1 Project Location

The proposed project includes Miner Avenue between Center Street and the UPRR underpass in the City of Stockton in San Joaquin County, California (**Figure 1**). The Precise Plan is bound by Center Street and the UPRR undercrossing (**Figure 2a**). The Miner Avenue Corridor, as identified in the Miner Avenue Streetscape Plan, encompasses Miner Avenue between Center and Aurora streets (**Figure 2b**). The Miner Avenue Corridor is adjacent to downtown and the waterfront. Miner Avenue is flanked by commercial and industrial land uses within the project area.

The project site is located within Township 1 North, Range 6 East, Mount Diablo Base and Meridian.

2.2 Project Background

In 2009, the City and the San Joaquin Regional Rail Commission obtained a Caltrans grant to study the ten block Miner Avenue Corridor and prepare the Miner Avenue Streetscape Plan. The Miner Avenue Streetscape Plan was adopted in 2012 and developed a comprehensive design for the corridor and the rehabilitation of Miner Avenue into a “complete street” by improving pedestrian amenities and emphasizing multi-modal transportation. Conceptual streetscape design elements included in the Miner Avenue Streetscape Plan include: dedicated bicycle lanes, continuous tree canopy, understory plantings, decorative street lighting, amenities (i.e., benches, lighting bollards, trash receptacles, bicycle racks), and enhanced crosswalks and intersections.

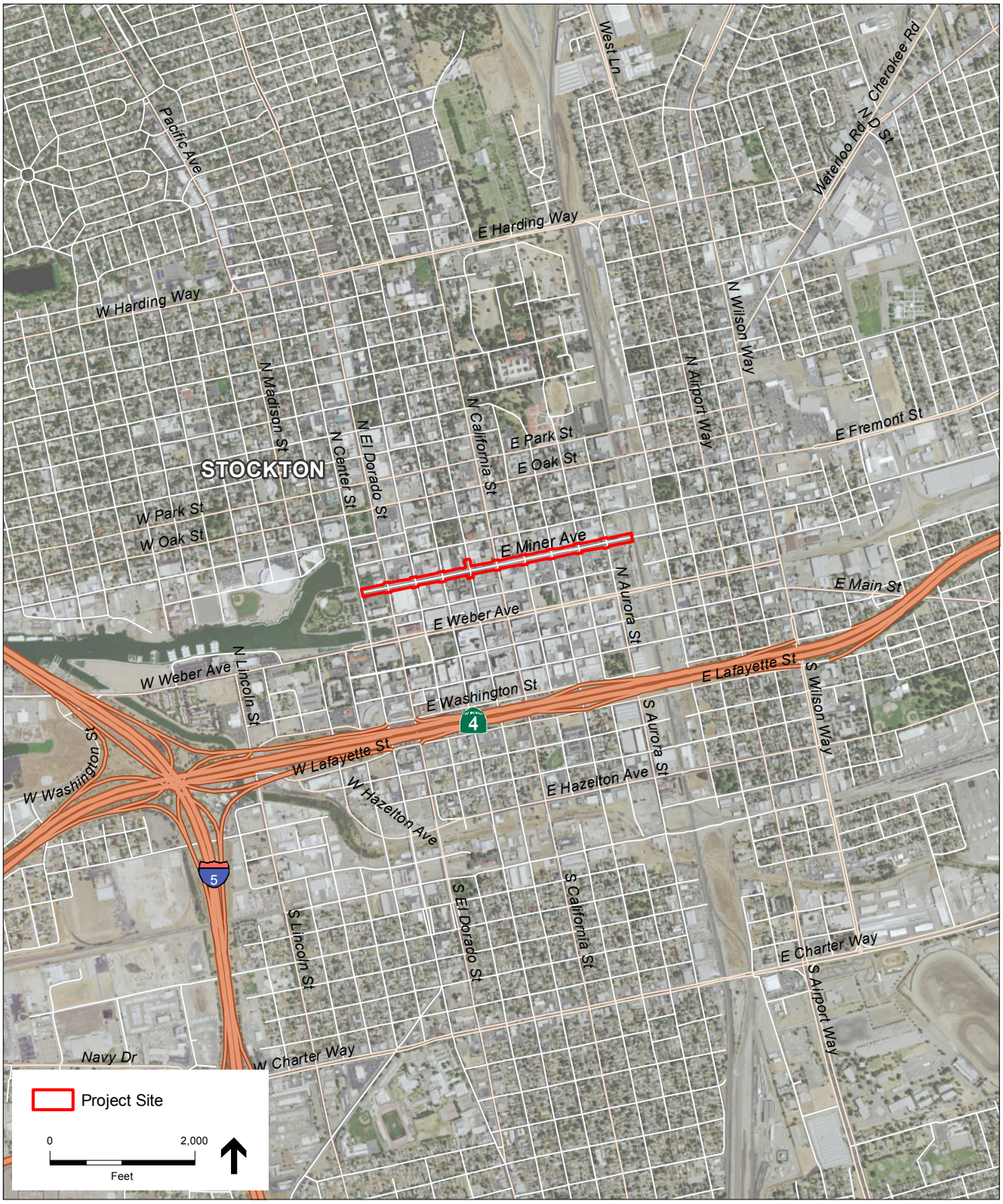


SOURCE: ESRI, 2012; ESA, 2016

Miner Avenue Complete Streets . 150688

Figure 1

Project Location

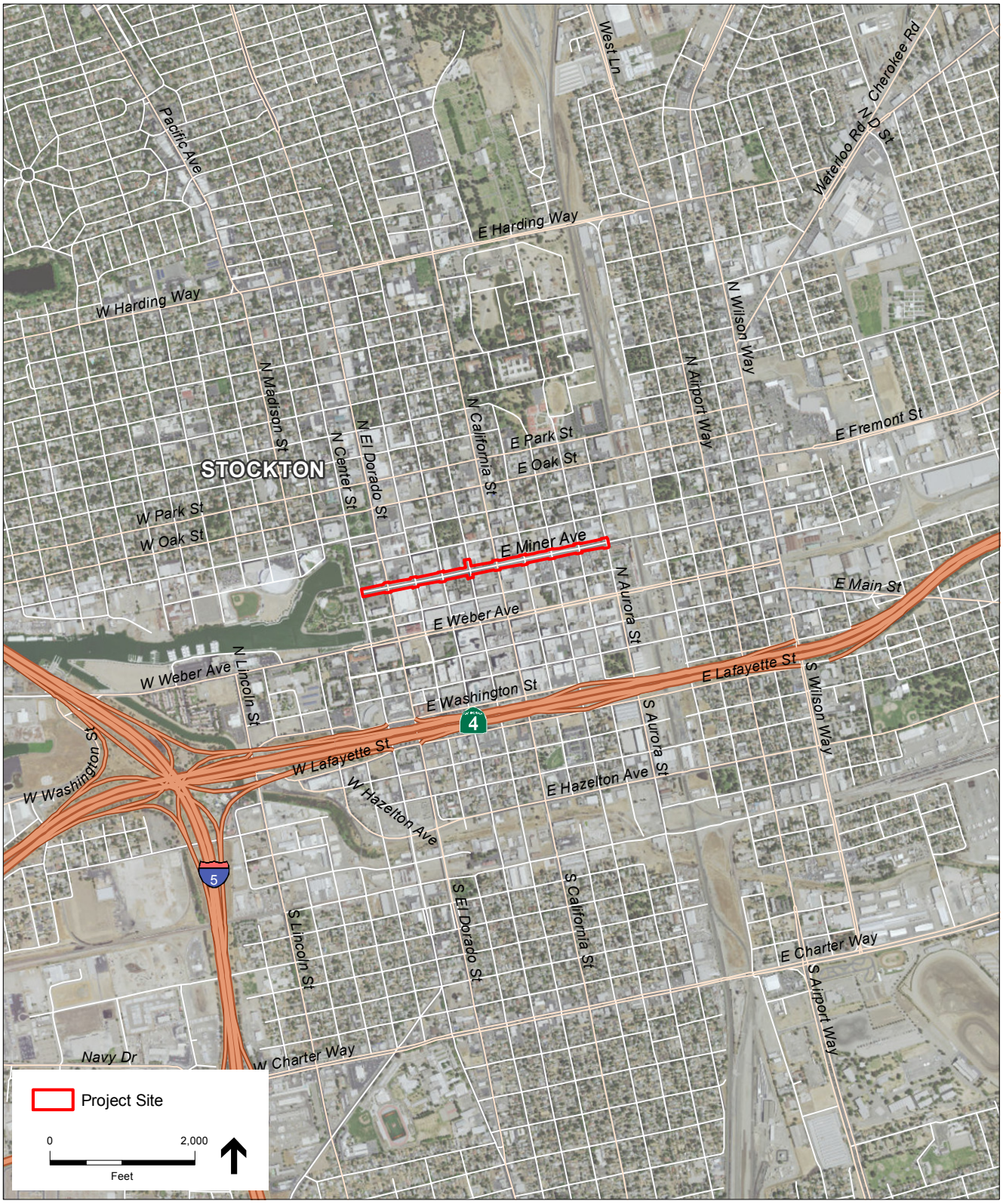


SOURCE: USDA, 2014; BENEN, 2016; ESA, 2016

Miner Avenue Complete Streets . 150688

Figure 2a

Precise Road Plan Vicinity



SOURCE: USDA, 2014; BENEN, 2016; ESA, 2016

Miner Avenue Complete Streets . 150688

Figure 2b

Miner Avenue Complete Streets Vicinity

In 2014, the Project Approval and Environmental Document (PA/ED) phase for the Miner Avenue Complete Streets Project was funded by the Congestion Mitigation and Air Quality (CMAQ) Program via the Active Transportation Plan (ATP) Grant. Future phases to complete the improvements as laid out in the Precise Road Plan are to be phased as funding becomes available through the Capital Improvement Program. It is also possible that construction of portions of the improvements may occur in conjunction with land development projects under conditions imposed by the City. This IS/MND focuses on the preparation of a Precise Road Plan for Miner Avenue between Center Street and the UPRR underpass, which includes construction of the Miner Avenue Complete Streets Project (project).

2.3 Project Objective

The Precise Road Plan is intended to identify future rights-of-way, roadway lane configurations, access restrictions, intersection controls, and median improvements for the entire corridor. The objective of the Precise Road Plan, and the project, is to improve the Miner Avenue Corridor, based on the Miner Avenue Streetscape Plan for the corridor. The proposed project will restore historic significance of Miner Avenue to its full potential as a modern boulevard and a "complete street". A complete street is a transportation facility that has been planned, designed, operated, and maintained to provide safe mobility for bicyclists, pedestrians, transit, and motorists of all types. Revitalization of Miner Avenue connects the street investments, such as the San Joaquin Regional Transit District station, the waterfront Weber Point Event Center and promenade, the marina, and the San Joaquin Regional Rail Commission Cabral Station.

2.4 Project Details

The project would take place within the City's current right-of-way (ROW) and no acquisition of additional ROW is anticipated. Proposed improvements would be relatively consistent with the Miner Avenue Streetscape Plan throughout the project area. Proposed improvement designs are shown in **Figures 3a-3e**.

Landscaped medians and trees would be added throughout the corridor. Each block would receive up to two small parklets with seating and gathering areas. These areas would be enhanced with special paving or colored concrete along with additional understory planting areas. Six-foot wide bicycle lanes would be added in both directions with a three-foot door swing buffer on the sidewalk side and a two-foot wide traffic buffer on the road side for additional separation from vehicles. Bulb-out round corners with bollards and ADA compliant crossings are also proposed. Bulb-out corners reduce the crossing distance for pedestrians by providing an additional refuge area at the corners and also provide for better site lines for pedestrians.

As part of the proposed improvements there may be trees that would be removed and replaced; however, the proposed improvements also include landscape improvements and would result in more trees than currently in the project area. Some existing non-uniform street lighting would be removed and replaced to match other existing lighting in corridor. Utilities are not anticipated to be impacted with the exception of the storm drain system, which would be modified to address

the change in drainage patterns resulting from project implementation. If conflicts arise with the existing sewer line and other utilities within the median, the landscaping will be adjusted to avoid the utilities, or the utilities will be relocated within the existing ROW. If the City decides to upsize the existing sewer line, the upsizing will be addressed at the design stage, including any additional required documentation. Additionally, through Pacific Gas and Electric Company's (PG&E) Rule 20A Program, the existing overhead utilities at the east end of Miner Avenue may be undergrounded by PG&E at the time of project construction. No detours are anticipated and construction equipment would be staged in available shut-down lanes and moved frequently.

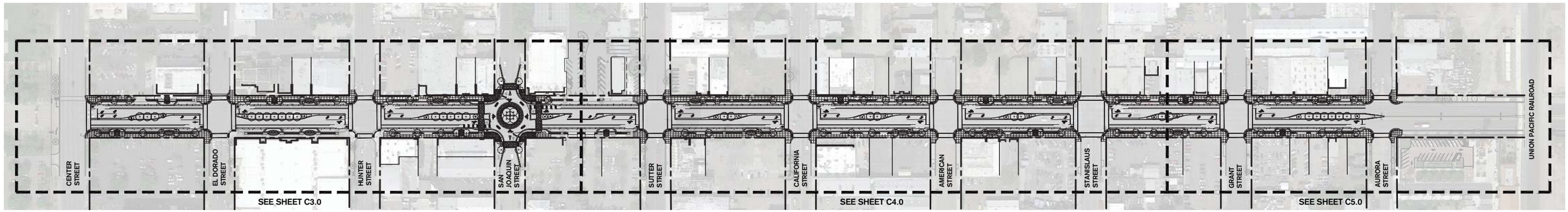
Figure 3f illustrates the access restrictions, including driveway removals, proposed by the Precise Road Plan. The Precise Road Plan preference is for automobile access to properties occur from the side streets, where possible, to limit the potential conflicts with pedestrians, bicyclists, and public transit along the Miner Avenue Corridor. The proposed approach to access control follows.

1. If an existing driveway is in use it will remain in place until the parcel is redeveloped. At that time the location will be reviewed and compared to the Precise Road Plan. At that time it can be adjusted within reason, abandoned, or a Precise Road Plan amendment can be filed with the City to request new access.
2. If a driveway is abandoned it may be removed in the Precise Road Plan. This also goes for vacant lots.
3. If parcels are reconfigured at a later date number "1" above will apply.

Table 2 provides a general summary of the anticipated construction equipment that would be used for the proposed project.

TABLE 2
CONSTRUCTION EQUIPMENT

Equipment	Construction Purpose
Asphalt Concrete Paver	Paving roadways
Backhoe	Soil manipulation and drainage work
Bobcat	Fill distribution
Bulldozer / Loader	Earthwork construction and clearing and grubbing
Dump Truck	Fill material delivery
Excavator	Soil manipulation
Front-end Loader	Dirt or gravel manipulation
Grader	Ground leveling
Haul Truck	Earthwork construction and clearing and grubbing
Paver	Roadway paving
Drilling machine	Bridge pile placement
Roller / Compactor	Earthwork construction
Scraper	Earthwork construction and clearing and grubbing
Truck with Seed Sprayer	Landscaping
Water Truck	Earthwork construction and dust control



LEGEND

- EXISTING RIGHT-OF-WAY
- ROAD CENTERLINE
- PG&E — EXISTING PG&E LINE
- G — EXISTING GAS LINE
- EXISTING STORM DRAIN (ABANDONED)
- EXISTING FENCE
- SBC — EXISTING PACBELL LINE
- OH — OVERHEAD LINE
- SAWCUT
- 13+00 — STATION MARKER
- DEMO TREE
- EXISTING TREE
- PROPOSED BUSH
- PROPOSED TREE
- TREE GRATE
- SHRUB
- DECORATIVE CONCRETE SEE KEYNOTES 1-5 C5.0
- TRUNCATED DOMES
- STREET LIGHT
- PROPOSED SIGNAL LIGHT
- EXISTING SIGNAL LIGHT
- STREET LIGHT
- BIKE RACK
- BENCH
- PARALLEL PARKING STALL LIMITS
- ACCESSIBLE PARKING STALL
- FIRE HYDRANT
- 12"W 6"SS 6"SD — UTILITY PIPE/CONDUIT LABELS
- UTILITY MANHOLE
- EDGE OF BUILDING
- DOUBLE DOORS
- SEWER CLEAN OUT
- WATER VALVE
- PIPE TEE
- STORM DRAIN CATCH BASIN
- FOUND MONUMENT
- TRASH RECEPTACLE
- ESD VAULT ETS STS — UTILITY VAULTS
- POWER POLE
- GUY ANCHOR
- DRIVEWAY
- BOLLARD
- (3) — CENTERLINE POINT LABEL
- INSTALL NEW SIGN
- EXISTING SIGN
- 39A — INSTALL NEW THERMOPLASTIC STRIPING PER DETAIL NUMBER
- INSTALL TYPE I 10' ARROW PER CALTRANS STD PLANS A24A
- INSTALL TYPE IV (L OR R) PER CALTRANS STD PLANS A24A
- INSTALL TYPE VII (L OR R) PER CALTRANS STD PLANS A24A
- "BIKE LANE SYMBOL" PAVEMENT MARKING LEGEND AND ARROW PER CALTRANS STD PLAN A24C
- INSTALL YIELD LINE PER CALTRANS STD PLANS A24E
- YIELD — INSTALL "YIELD" PAVEMENT MARKING PER CALTRANS STD PLAN A24D
- GREEN PAVEMENT MARKING
- STOP — STOP PAVEMENT MARKING

SITE MAP

SCALE: 1" = 125'

GENERAL NOTES

1. POTENTIAL CONFLICTS WITH EXISTING UTILITIES MAY OCCUR AS A RESULT OF PROPOSED IMPROVEMENTS. THE DETAILED LOCATION OF UTILITIES ARE NOT KNOWN AT THIS TIME. FURTHER COORDINATION WITH UTILITY AGENCIES SHALL OCCUR DURING PREPARATION OF CONSTRUCTION DOCUMENTS.
2. THIS PRELIMINARY PLAN HAS BEEN PREPARED FOR STUDY PURPOSES ONLY. PLAN IS NOT FOR CONSTRUCTION
3. RELOCATE TRAFFIC SIGNS WHERE NECESSARY.
4. ALL NEW CORNERS MUST HAVE accessible RAMPS PER THIS PLAN (TYPICAL).
5. GRADE BREAK SHALL NOT EXCEED 3% (TYPICAL).
6. FINAL TRAFFIC CONTROL PLAN DESIGN WILL BE INCLUDED WITH THE FINAL ENGINEERING PLANS.
7. ALL STRIPING WILL BE PERFORMED IN ACCORDANCE WITH CITY OF STOCKTON STANDARDS.
8. ALL MEDIANS WILL BE LANDSCAPED IN ACCORDANCE WITH CITY OF STOCKTON STANDARDS.
9. BEARING LINES ARE IDENTICAL TO BEARING LINES SHOWN ON THE RIGHT OF WAY CONTROL PLANS.
10. ALL TURN BAY TAPERS ARE IN ACCORDANCE WITH CALTRANS STANDARDS.
11. THE LIGHTING DESIGN WILL BE INCLUDED WITH THE FINAL ENGINEERING.
12. LANDSCAPING IS AN IMPORTANT PART OF THE FINAL DESIGN. LANDSCAPING OF MEDIANS AND THE USE OF UNIFORM TREEWELL SPACING SHOULD BE PROVIDED EXCEPT WHERE TREEWELL SPACING WOULD INTERFERE WITH BUSINESS ACCESS.

ABBREVIATIONS

BC	BEGINNING OF CURB	INTX	INTERSECTION
BCR	BEGINNING CURB RETURN	MAX	MAXIMUM
BW	BACK OF WALK	MIN	MINIMUM
DW	DRIVEWAY	R	RADIUS
EC	END OF CURB	R/W	RIGHT OF WAY
ECR	END CURB RETURN	STA	STATION
EL	ELEVATION	SW	SIDEWALK
EP	EDGE OF PAVEMENT	VERT	VERTICAL
EX	EXISTING	(W)	WEST
FL	FLOWLINE	(E)	EAST
FOC	FACE OF CURB	(S)	SOUTH
G	GROUND	(N)	NORTH
GR	GRADE	±	PLUS OR MINUS
HORIZ	HORIZONTAL	(L)	LEFT
		(R)	RIGHT

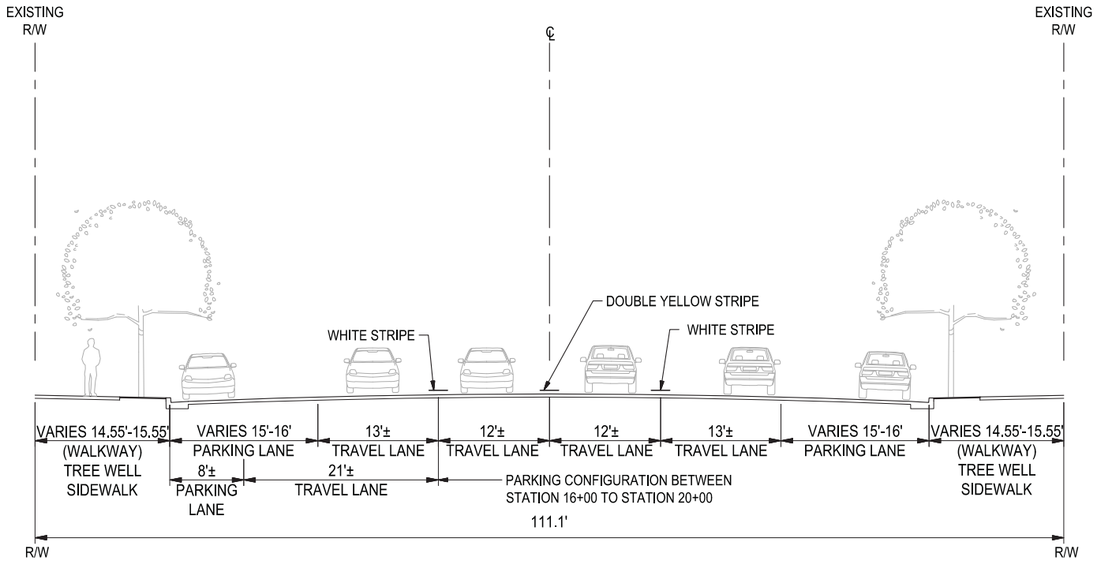
SHEET INDEX

0' 62.5' 125' 250'

SCALE: 1"=125'

SOURCE: Siegfried 2016

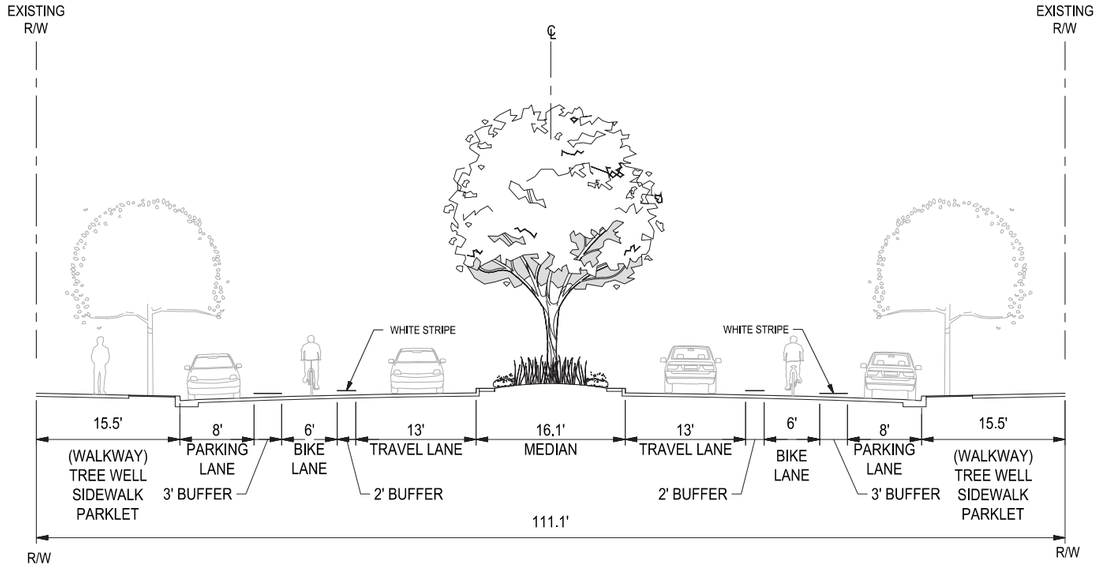
Figure 3a
Project Overview



EXISTING SECTION

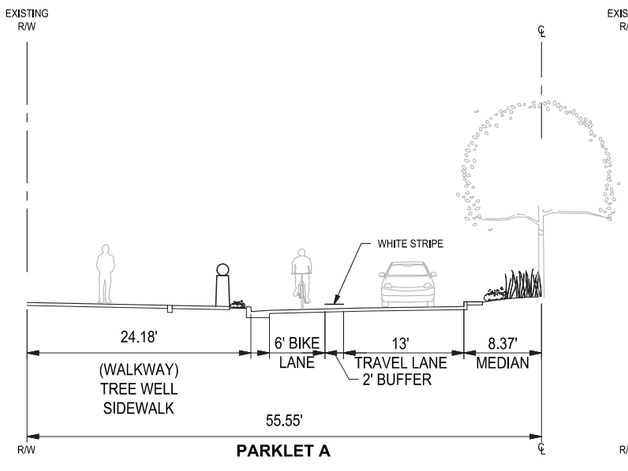
NOT TO SCALE

(STA 1+00 TO STA 35+00)

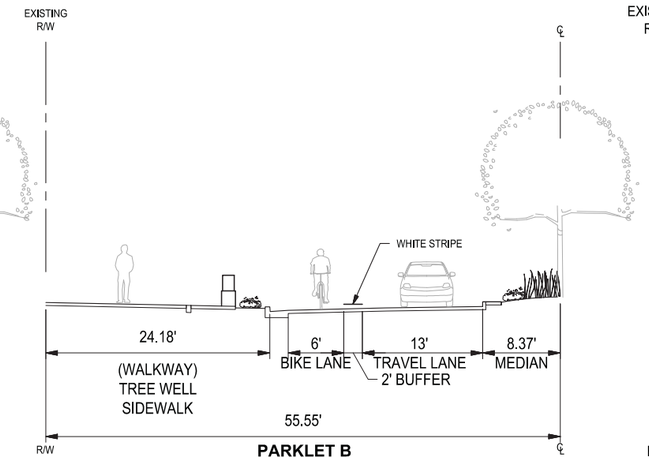


PROPOSED A-A (TYPICAL ROAD SECTION STA:1+00 TO STA:11+52 AND STA:12+70 TO STA:35+71)

NOT TO SCALE



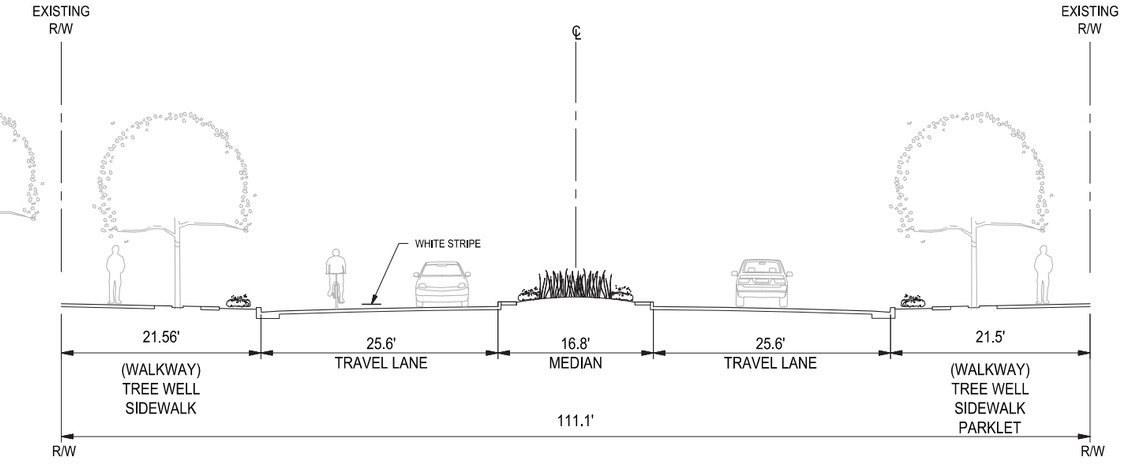
PARKLET A



PARKLET B

PROPOSED B-B (WITH PARKLET STA: VARIES, SEE PLAN)

NOT TO SCALE



PROPOSED C-C (WITH ROUND-A-BOUT STA:11+52 TO STA:12+70)

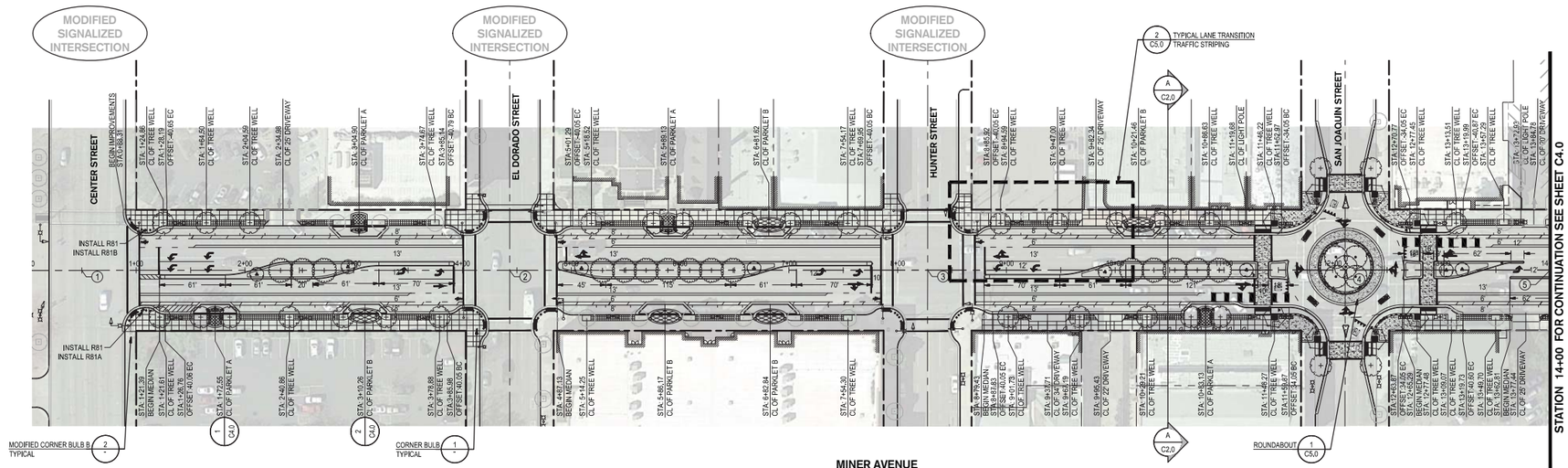
NOT TO SCALE

(STA 11+52.97)

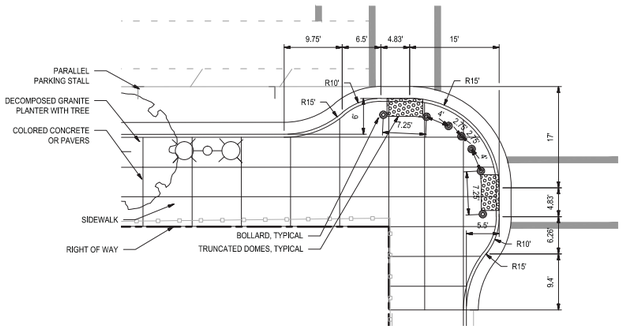
SOURCE: Siegfried 2016

Figure 3b

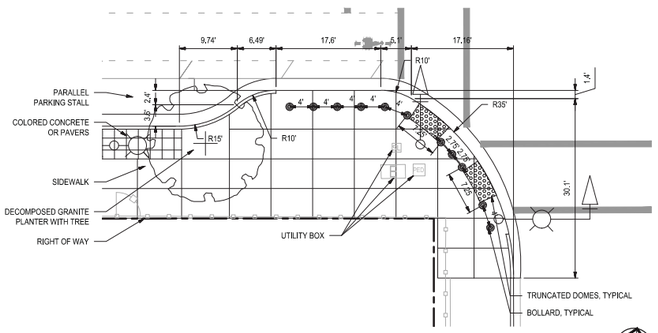
Project Overview



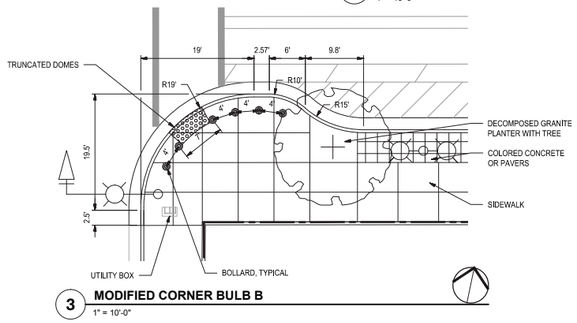
MINER AVENUE
SCALE: 1" = 50'



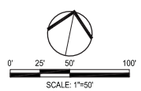
1 **TYPICAL CORNER BULB**
1" = 10'-0"



2 **MODIFIED CORNER BULB A**
1" = 10'-0"



3 **MODIFIED CORNER BULB B**
1" = 10'-0"

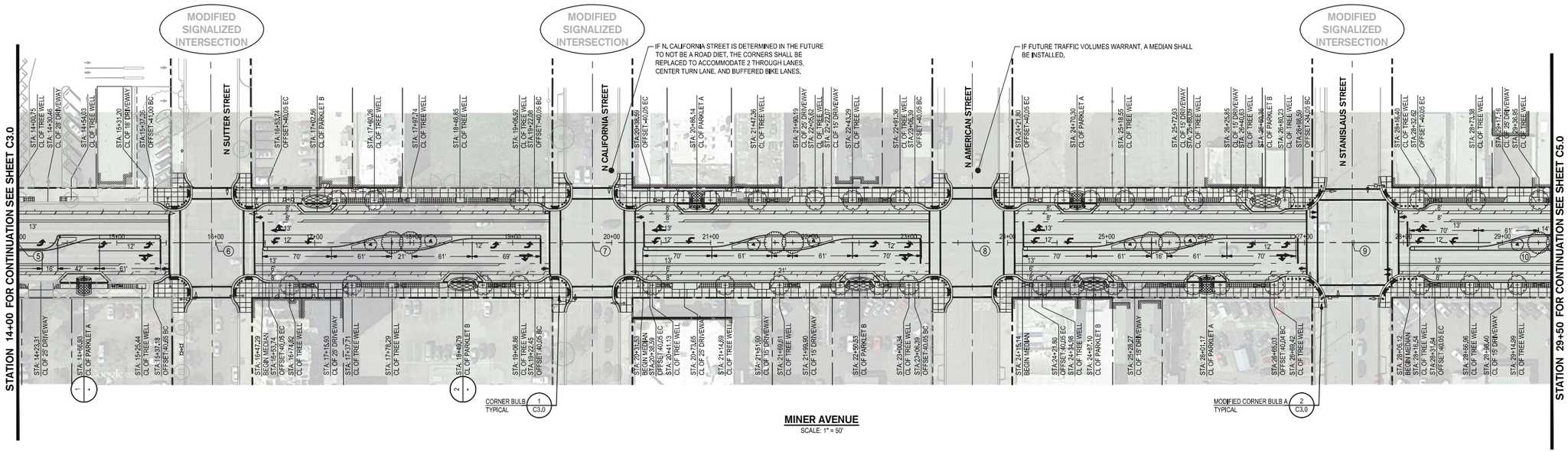


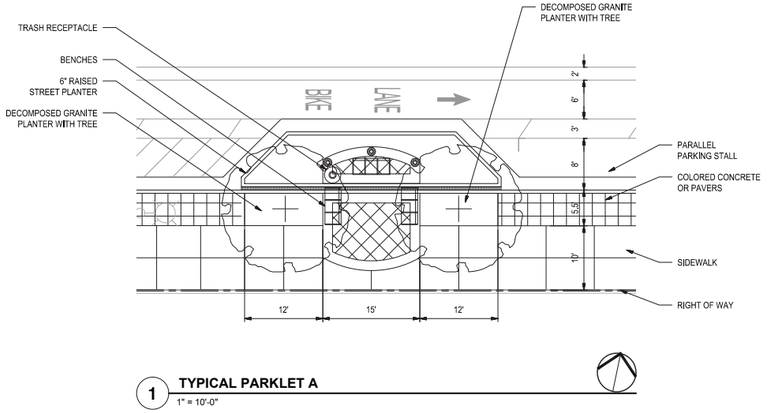
Point Table

Point #	Raw Description	Northing	Easting
1	BEGIN ALIGNMENT	2171337.0255	6333339.8715
2	INTX EL DORADO ST	2171416.2570	6333725.2102
3	INTX HUNTER ST	2171493.6244	6334101.4835
4	INTX SAN JOAQUIN ST	2171570.9099	6334477.3582
5	MID ALIGNMENT	2171608.9179	6334662.2082
6	INTX SUTTER ST	2171648.3761	6334854.1113
7	INTX CALIFORNIA ST	2171725.8479	6335230.8920
8	INTX AMERICAN ST	2171803.1459	6335606.8275
9	INTX STANISLAUS ST	2171880.4439	6335982.7630
10	MID ALIGNMENT	2171921.0907	6336180.4468
11	INTX GRANT ST	2171957.8276	6336359.1149
12	INTX AURORA ST	2172035.1543	6336735.1900
13	END ALIGNMENT	2172102.3523	6337062.0046

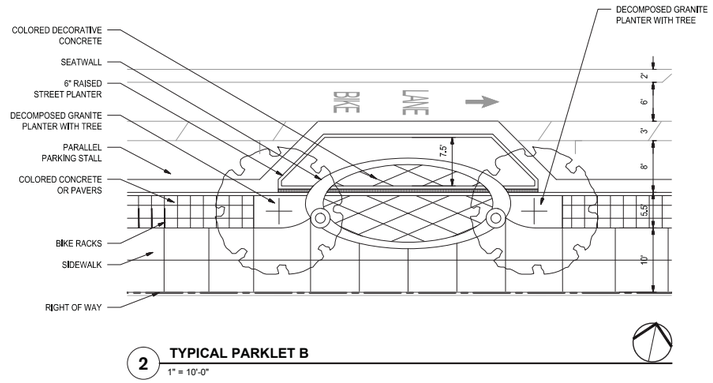
SOURCE: Siegfried 2016

Figure 3c
Project Overview





1 TYPICAL PARKLET A
1" = 10'-0"



2 TYPICAL PARKLET B
1" = 10'-0"

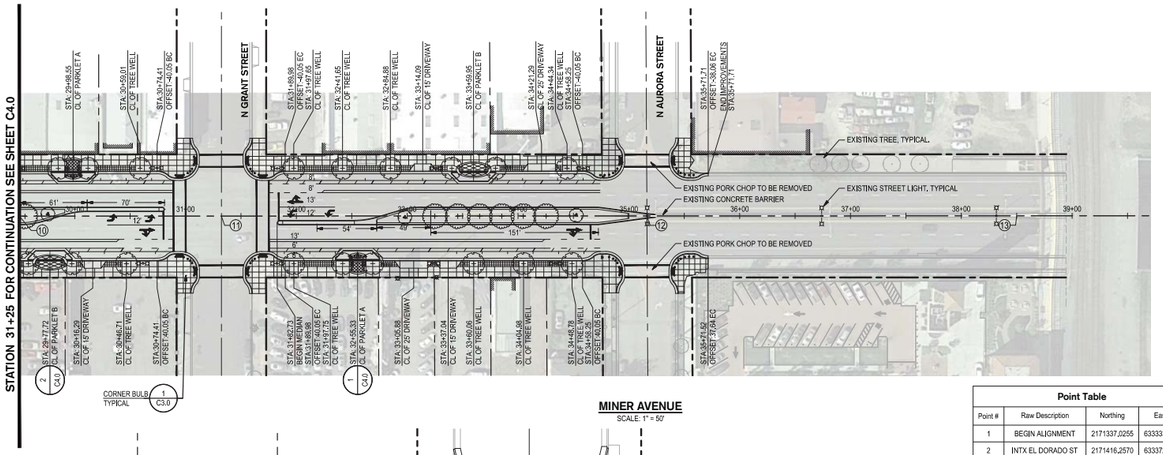
Point Table

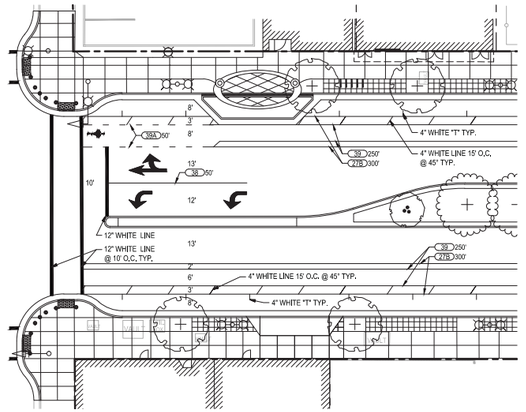
Point #	Raw Description	Northing	Easting
1	BEGIN ALIGNMENT	2171337.0255	6333339.8715
2	INTX EL DORADO ST	2171416.2570	6333725.2102
3	INTX HUNTER ST	2171493.6244	6334101.4835
4	INTX SAN JOAQUIN ST	2171570.9099	6334477.3582
5	MID ALIGNMENT	2171608.9179	6334662.2082
6	INTX SUTTER ST	2171648.3761	6334854.1113
7	INTX CALIFORNIA ST	2171725.8479	6335230.8920
8	INTX AMERICAN ST	2171803.1459	6335606.8275
9	INTX STANISLAUS ST	2171880.4439	6335982.7630
10	MID ALIGNMENT	2171921.0907	6336180.4468
11	INTX GRANT ST	2171957.8276	6336359.1149
12	INTX AURORA ST	2172035.1543	6336735.1900
13	END ALIGNMENT	2172102.3523	6337062.0046

0' 25' 50' 100'
SCALE: 1"=50'

SOURCE: Siegfried 2016

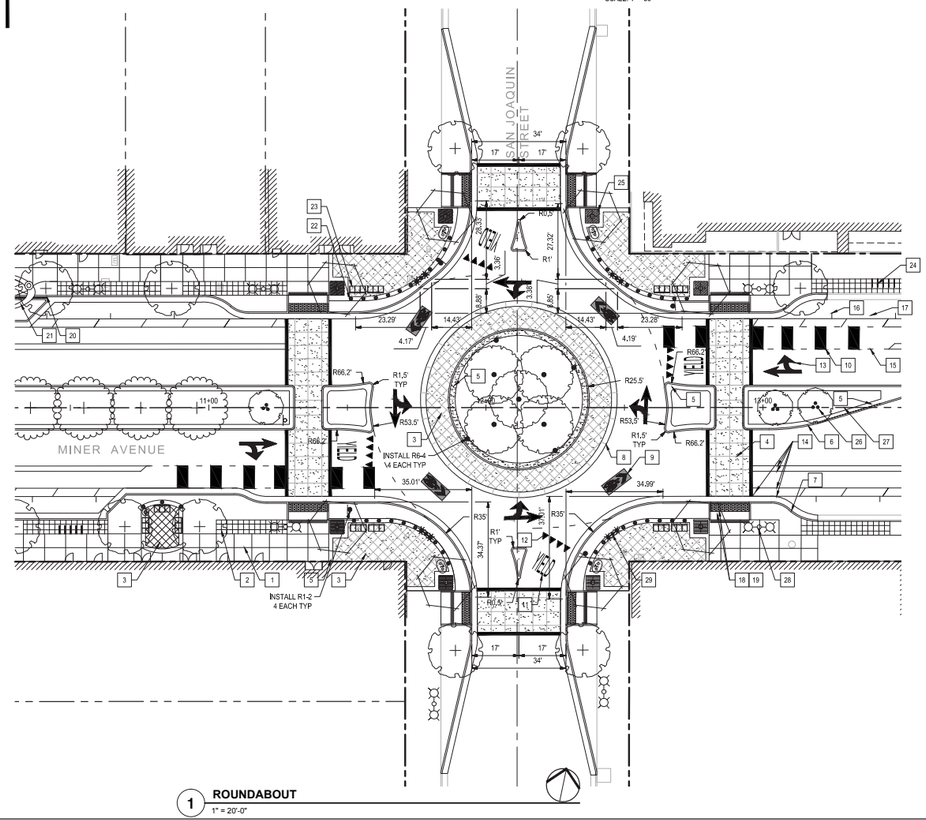
Figure 3d
Project Overview





1 **TYPICAL LANE TRANSITION TRAFFIC STRIPING**
1" = 20'-0"

MINER AVENUE
SCALE: 1" = 50'



1 **ROUNDABOUT**
1" = 20'-0"

Point Table			
Point #	Raw Description	Northing	Easting
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2	INTX EL DORADO ST	2171416.2570	6333725.2102
3	INTX HUNTER ST	2171493.6244	6334101.4835
4	INTX SAN JOAQUIN ST	2171570.9099	6334477.3582
5	MID ALIGNMENT	2171608.9179	6334662.2082
6	INTX SUTTER ST	2171648.3761	6334854.1113
7	INTX CALIFORNIA ST	2171725.8479	6335230.8920
8	INTX AMERICAN ST	2171803.1459	6335606.8275
9	INTX STANISLAUS ST	2171880.4439	6335982.7630
10	MID ALIGNMENT	2171921.0907	6336180.4468
11	INTX GRANT ST	2171957.8276	6336359.1149
12	INTX AURORA ST	2172035.1543	6336735.1900
13	END ALIGNMENT	2172102.3523	6337062.0046

KEYNOTES

1	SIDEWALK CONCRETE GRAY MEDIUM BROOM FINISH 6' O.C. SQUARE PATTERN SCORING
2	SIDEWALK CONCRETE COLORED MEDIUM BROOM FINISH 2.0' O.C. SQUARE PATTERN SCORING
3	SIDEWALK CONCRETE COLORED MEDIUM BROOM FINISH 2.5' O.C. DIAGONAL PATTERN SCORING
4	CROSSWALK CONCRETE COLORED MEDIUM BROOM FINISH 5.0' O.C. SQUARE PATTERN SCORING
5	CONCRETE BAND 2.0' GRAY MEDIUM BROOM FINISH
6	6" VERTICAL CURB
7	6" VERTICAL CURB AND GUTTER
8	2' MOUNTABLE CURB
9	GREEN BACKGROUND BIKE LANE SHARROW
10	GREEN PAINTED BIKE LANE INDICATOR
11	WHITE THERMOPLASTIC "YIELD" LETTERING
12	WHITE THERMOPLASTIC YIELD LINE
13	WHITE THERMOPLASTIC LANE DIRECTION ARROW SYMBOL
14	4" WHITE THERMOPLASTIC SOLID LINE
15	4" WHITE THERMOPLASTIC DASHED LINE
16	4" WHITE THERMOPLASTIC PARALLEL PARKING LINE
17	PARALLEL PARKING STALL
18	PEDESTRIAN RAMP
19	TRUNCATED DOMES
20	TRENCH DRAIN
21	SEAT WALL
22	DECORATIVE BOLLARD
23	4' BENCH SURFACE MOUNTED
24	BIKE RACK SURFACE MOUNTED
25	TREE GRATE
26	TREE
27	SHRUB/ GROUND COVER
28	STREET LIGHT
29	DECORATIVE STREET LIGHT
30	SIGNAL POLE
31	PED BUTTON

SIGNING AND STRIPING GENERAL NOTES

1. ALL NEW PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PER SECTION 84-2 OF THE CALTRANS STANDARD SPECIFICATIONS.
2. REMOVE ALL EXISTING CONFLICTING STRIPING AND MARKINGS.
3. ALL SIGNAGE SHALL BE PER 2014 CA MUTCD.
4. ALL STRIPING SHALL BE PER 2015 CALTRANS STANDARD PLANS AND SPECIFICATIONS.

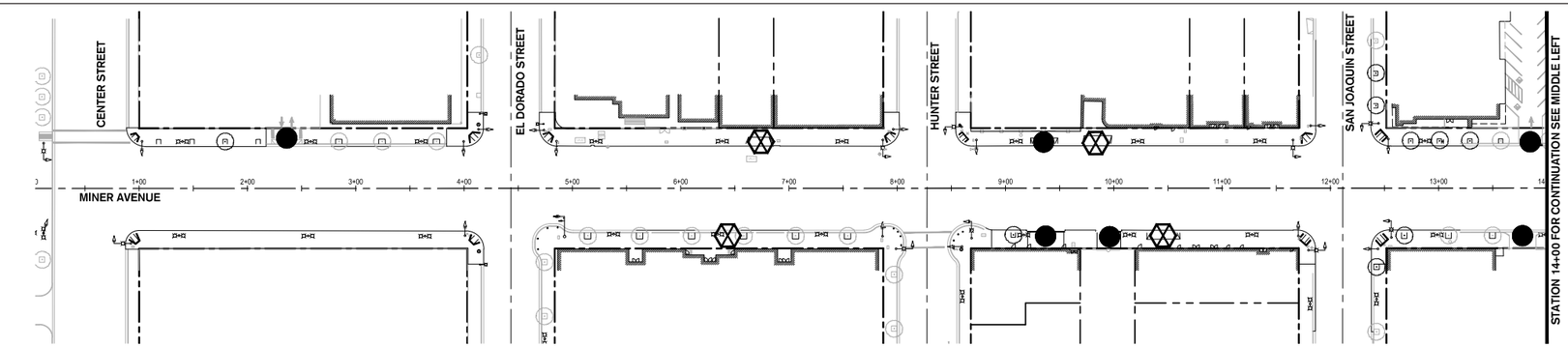
LEGEND

- INSTALL NEW SIGN
- EXISTING SIGN
- INSTALL NEW THERMOPLASTIC STRIPING PER DETAIL NUMBER
- INSTALL TYPE I 10' ARROW PER CALTRANS STD PLANS A24A
- INSTALL TYPE IV (L OR R) PER CALTRANS STD PLANS A24A
- INSTALL TYPE VII (L OR R) PER CALTRANS STD PLANS A24A
- "BIKE LANE SYMBOL" PAVEMENT MARKING LEGEND AND ARROW PER CALTRANS STD PLAN A24C
- INSTALL YIELD LINE PER CALTRANS STD PLANS A24E
- INSTALL "YIELD" PAVEMENT MARKING PER CALTRANS STD PLAN A24D

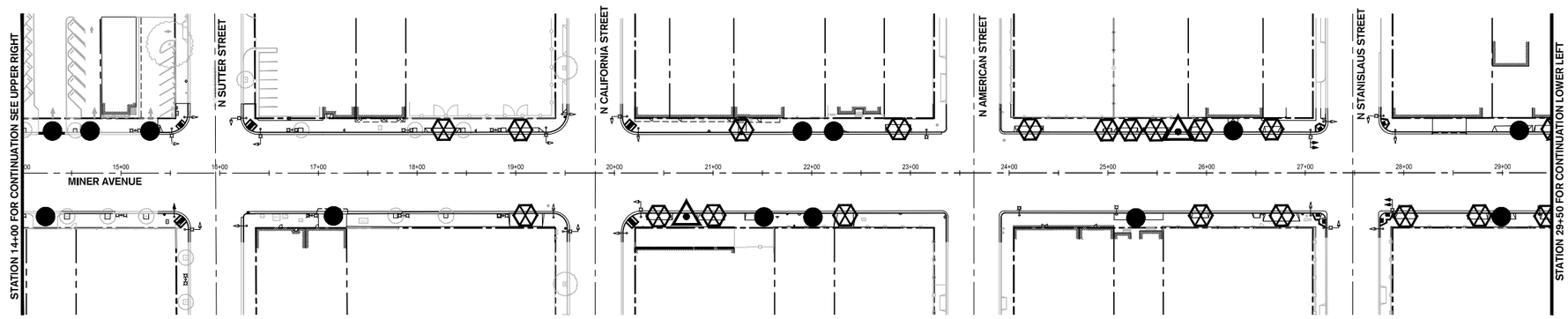
0' 25' 50' 100'
SCALE: 1"=50'

SOURCE: Siegfried 2016

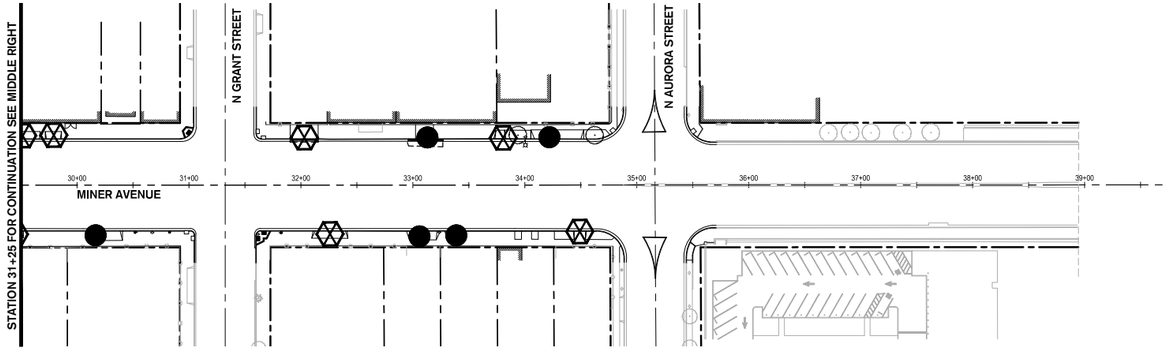
Figure 3e
Project Overview



MINER AVENUE
SCALE: 1" = 50'



MINER AVENUE
SCALE: 1" = 50'



MINER AVENUE
SCALE: 1" = 50'

ACCESS NOTES

1. ACCESS SHALL BE RESTRICTED WITH IN A MINIMUM OF 30 FEET OF CURBFACES OF INTERSECTING STREETS TO PROVIDE FOR THE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC THROUGH INTERSECTIONS.
2. ALL ACCESSES SHALL BE "RIGHT-TURN ONLY" UNLESS A LEFT TURN IS SPECIFICALLY GRANTED BY THE SPECIFIC PLAN.
3. EXISTING ACCESSES TO DEVELOPED SITES MAY REMAIN UNTIL THE SITE IS REDEVELOPED OR IMPROVED. IN GENERAL, ALL FRONTAGE IMPROVEMENTS AND ANY IMPROVEMENT (INCLUDING STRUCTURAL MODIFICATION OR REMODELING) THAT ALTER THE SITE'S TRIP GENERATION OR THE TRAFFIC FLOW TO AND FROM THE SITE SHALL BE CONSTRUED AS A REDEVELOPMENT OR IMPROVEMENT AND WILL TRIGGER THE NEED TO REVIEW AND MODIFY/ELIMINATE ACCESSES AS NECESSARY.
4. IF A PARCEL HAS FRONTAGE ON ANOTHER STREET IN ADDITION TO THE SPECIFIC PLAN ROADWAY, ACCESS TO THE SPECIFIC PLAN ROADWAY WILL BE PERMITTED ONLY WHERE THE IMPACTS ON THE SPECIFIC PLAN ROADWAY ACCESS ARE SIGNIFICANTLY LESS THAN THE IMPACTS OF AN ACCESS ON THE OTHER STREET.
5. ONE ACCESS POINT PER PROPERTY OWNERSHIP WILL BE PERMITTED, UNLESS A DEVELOPMENT OR CIRCULATION PLAN IS PROVIDED DEMONSTRATING THAT MORE THAN ONE ACCESS IS REQUIRED TO HANDLE DRIVEWAY VOLUMES, AND WILL NOT BE DETRIMENTAL TO TRAFFIC FLOW ON ADJACENT PUBLIC ROADS.
6. SHOULD A PARCEL EXIST WITH NO OTHER POTENTIAL ACCESS POINTS AND NOT UNDER SAME PROPERTY OWNERSHIP AS ADJACENT PARCELS, A SINGLE 20-FOOT WIDE, "RIGHT-TURN ONLY" EGRESS/INGRESS MAY E GRANTED.
7. UNLESS OTHERWISE NOTED, ACCESS IS RESTRICTED ALONG THE SPECIFIC PLAN ROADWAY.

LEGEND

- EXISTING DRIVEWAY TO REMAIN AND BE RECONSTRUCTED OR ALTERED.
- EXISTING DRIVEWAY TO BE REMOVED DUE TO BEING ABANDONED OR HAS BEEN BLOCKED OFF AND NO LONGER IN USE.
- PROPOSED DRIVEWAY

0' 25' 50' 100'
SCALE: 1"=50'

SOURCE: Siegfried 2016

Figure 3f
Access Restrictions

CHAPTER 3.0
CEQA Environmental Checklist

3.1 Introduction to Environmental Analysis

General Project Information

1. Project Title:	Miner Avenue Complete Streets/Precise Road Plan Project
2. Lead Agency Name and Address:	City of Stockton (Public Works Department)
3. Contact Person and Phone Number:	Rosa Alvarez, 209-937-8134
4. Project Location:	Miner Avenue, between Center Street and the UPRR Underpass (Township 1 North, Range 6 East, Mount Diablo Base and Meridian).
5. Project Sponsor's Name and Address:	City of Stockton, Public Works Department 22 E. Weber Ave, Room 301 Stockton, CA 95202
6. General Plan Designation(s):	Arterial Road: adjacent to Commercial, Industrial
7. Zoning Designation(s):	Arterial Road: adjacent to Commercial Downtown (CD), Commercial General (CG), Industrial Limited (IL)

3.2 Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature

12-05-16
Date

Rosa Alvarez
Printed Name

City of Stockton
For

3.3 Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1.	**AESTHETICS — Would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Environmental Setting

The proposed project is located between the waterfront area at Weber Point and the UPRR underpass. Miner Avenue is located in an area that has predominantly commercial and industrial land uses. Currently, Miner Avenue is lined with auto shops, storefronts, auto repair shops, and vacant commercial buildings. The surrounding landscape is flat and consists of commercial properties, vacant lots, landscaping trees, and overhead utilities. There are no existing scenic resources or scenic vistas in the project vicinity and Miner Avenue is not a designated scenic route. No state scenic highways are in or adjacent to the project site.

The project would involve improvements to the existing Miner Avenue streetscape in a commercialized area in downtown Stockton. Miner Avenue is developed with pavement and concrete sidewalks with no center median and no decorative improvements or continuous landscaping.

The Miner Avenue Streetscape Plan outlines aesthetic improvements that would change, but improve, the visual landscape.

Discussion

a) ***Would the project have a substantial adverse effect on a scenic vista?***

No Impact. The project would not have a substantial adverse effect on a scenic vista. Scenic vistas generally include areas that are designated by a local jurisdiction to have scenic or community value, but may also include areas that have a high level of viewer sensitivity. For the purposes of this analysis, a scenic vista is defined as a vantage point with a broad and expansive view of a significant landscape feature (e.g., a mountain range, lake, or coastline) or of a significant historic or architectural feature (e.g., views of a historic tower). A scenic vista is a location that offers a high quality, harmonious, and visually interesting view. The Project site is generally flat and contains no views of

surrounding areas due to topography, existing buildings, and trees. The existing surroundings are not identified as scenic vistas or views in the 2035 Stockton General Plan Update (City of Stockton 2016) or the Downtown Stockton Strategic Action Plan (City of Stockton 2006), or by regulatory agencies with jurisdiction over the Project site. Therefore, the project would have no impact on a scenic vista.

b) ***Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

No Impact. The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No scenic resources were identified within the project area. The nearest highway to the project is State Route (SR) 4, which is located approximately 0.5 miles south of the project. SR 4 is not designated as a state scenic highway by Caltrans within San Joaquin County (Caltrans 2016). The closest designated state Scenic Highway is a portion Interstate 5 (I-5), approximately 26 miles south of the project. Therefore, the project would result in no impact to scenic resources.

c) ***Would the project substantially degrade the existing visual character or quality of the site and its surroundings?***

Less than Significant. The proposed project would add pedestrian and bicycle facilities to the existing Miner Avenue. The proposed roadway improvements would conform with the existing visual character of the project site and its surroundings. Additionally, the proposed project would comply with the 2035 Stockton General Plan Update (City of Stockton 2007), the Downtown Stockton Strategic Action Plan (City of Stockton 2006), and the City's Bicycle Master Plan, as amended (City of Stockton, adoption anticipated 2017). Construction and tree removal may contribute to moderate changes to the visual character of the project site. However, the project would improve the overall visual character through landscaping and the addition of parklets. As indicated in the Miner Avenue Streetscape Plan, the corridor will have landscaped medians and added trees to meet the primary design feature of a continuous canopy along the corridor. Each block will receive up to two small parklets with seating areas and basic amenities, such as bicycle racks and trash receptacles. These areas will be enhanced with special paving or colored concrete along with additional understory planting areas. Therefore, the proposed project would have a less than significant impact on the visual character or quality of the site and its surroundings.

d) ***Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?***

Less than Significant. Existing nighttime light sources in the area include street lighting along much of Miner Avenue and vehicle headlights. The project would include augmenting the existing streetlights through the replacement of existing inconsistent lighting to match other existing lighting to create uniformity throughout the corridor, consistent with the Miner Avenue Streetscape Plan. Since proposed lighting would just replace other existing lighting, this would constitute a minimal change in the lighting in

the area. Landscaped medians, landscaped sidewalks, and other understory plantings, once mature, would screen and filter lighting. Any glare resulting from the project would be negligible due to the predominance of pavement and hardscape features present in the project vicinity. Proposed landscaping would also reduce glare. Therefore, impacts resulting from lighting and glare would be less than significant because the increase would be negligible compared to existing conditions, proposed landscaping would filter and screen new sources of light and reduce glare, and proposed special paving or colored concrete of proposed seating and gathering areas would minimize potential daytime glare.

References

California Department of Transportation (Caltrans), 2016. Caltrans Map of Designated Scenic Routes. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed September 2, 2016.

City of Stockton. Anticipated 2017. *Bicycle Master Plan*. November. Available: http://www.stocktongov.com/files/BicycleMasterPlan.pdf. Accessed: August 26, 2016.

City of Stockton. 2012. *Miner Avenue Streetscape Plan*. March. Available: http://www.dot.ca.gov/hq/tpp/offices/ocp/dist10/fy09-10/MinerAveStreetscapePlan.pdf. Accessed: August 26, 2016.

City of Stockton. 2007. *2035 Stockton General Plan*. January. Available: www.stocktongov.com/generalplan. Accessed: August 26, 2016.

City of Stockton. 2006. *Downtown Stockton Strategic Action Plan*. August. Available: https://downtownstockton.org/pdf/2006downtownActionPlan.pdf. Accessed: August 26, 2016.

Agricultural and Forest Resources

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
2.	**AGRICULTURAL AND FOREST RESOURCES — Would the project:**				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting

Farmland is prevalent in San Joaquin County; however, the project is not located on or adjacent to any farmland and is considered Urban and Built-Up Land (State Department of Conservation 2014). Urban and Built-Up Land is land occupied by structures with a building density of at least one unit to 1.5 acres. In addition, the Project site is not currently protected under the Williamson Act or zoned for agricultural uses (State Department of Conservation 2016). The project area is currently zoned for transportation with the surrounding parcels zoned as Commercial Downtown (CD), Commercial General (CG), and Industrial Limited (IL) land use designations, none of which allow for agricultural uses.

The existing trees in the project area were planted for landscaping purposes and are not considered to be forestry resources per definitions of Public Resources Code (PRC) Section 12220(g), timberland as defined by PRC Section 4526, or timberland zoned Timberland Production per Government Code Section 51104(g).

Discussion

a) ***Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

No Impact. According to the 2014 Farmland Mapping and Monitoring Program (FMMP) from the State Department of Conservation, the project site is in an area that is designated

as Urban and Built-Up Land and Other Land. Other Land is not considered farmland; therefore, the project would have no impact on farmlands.

b) ***Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. The project site is not zoned for agricultural use or under a Williamson Act contract. The project involves the rehabilitation of an existing roadway and addition of bicycle and pedestrian facilities within an already-developed area with commercial uses. The construction of the project would not result in the conversion of farmland to a nonagricultural use. Accordingly, the project would have no impact on agricultural resources.

c) ***Would the project 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))?***

No Impact. The project site is not used for growing a crop of trees for commercial lumber or other forest products; therefore, the project site is not considered timberland. PRC Section 12220(g) defines forested land as land that can support 10 percent native tree cover of any species. By this definition, the project site is not considered forest land. In addition, the project site has previously been developed, which does not include forestry resources. As discussed above, the project site is zoned CD, CG, and IL. The land uses would continue with implementation of the project. As such, the project would not conflict with existing zoning for forest land or timberland and no impact would occur.

d) ***Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. The project would result in the removal of existing trees; however, these tree are not considered to be part of forest land. In addition, the project includes planting trees within the median and along the sidewalks of Miner Avenue in effort to create a continuous canopy, as indicated in the Miner Avenue Streetscape Plan. As such, the project would have no impact on the loss of forest land or the conversion of forest land to nonforest use.

e) ***Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?***

No Impact. As discussed above, the project would not involve changes in the existing environment that could result in the conversion of farmland to nonagricultural use or the conversion of forest land to nonforest use. The project site does not contain agricultural resources and none are proposed under the project. Although several trees exist at the project site, they are not considered a forestry resource. As such, the project would have no impact on the conversion of agricultural and forest land.

References

State Department of Conservation, Division of Land Resource Protection. 2016. *San Joaquin County Williamson Act FY 2015/2016*. Available: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/San%20Joaquin_15_16_WA.pdf. Accessed: September 2, 2016.

State Department of Conservation, Farmland Mapping and Monitoring Program. 2015. San Joaquin County Important Farmland 2014. October. Available: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/sjq14.pdf. Accessed: September 2, 2016.

Air Quality

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
3.	**AIR QUALITY — Would the project:**				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The project is located within San Joaquin County in the San Joaquin Valley Air Basin (SJVAB). It is under jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD) at the local level, the California Air Resources Board (ARB) at the state level, and the U.S. Environmental Protection Agency (EPA) at the federal level.

Commonly used indicators of ambient air quality conditions are existing concentrations of the following criteria pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO_2), lead, and particulate matter (PM). For particulate matter, two types are considered: less than or equal to 10 microns in diameter (PM10) and particulate matter less than or equal to 2.5 microns in diameter (PM2.5). These criteria pollutants are regulated by the EPA and ARB through national and California ambient air quality standards (NAAQS and CAAQS), respectively. The ARB and SJVAPCD are responsible for ensuring these standards are met.

Ozone and NO2 are considered regional pollutants because they or their precursors affect air quality on a regional scale. Nitrogen oxides (NO_x) react photochemically with reactive organic gases (ROG) to form ozone. This reaction occurs at some distance downwind of the source of pollutants. Pollutants such as CO, SO2, and lead are considered to be local pollutants that tend to accumulate in the air locally. Particulate matter is considered to be a local as well as a regional pollutant. The primary pollutants of concern in the Project area are ozone, ROG, NOX, CO, and PM.

In addition, toxic air contaminants (TACs) are of concern in the project area. Effects from TACs tend to be local rather than regional. The health effects of TACs can result from either acute or chronic exposure. Many types of cancer are associated with chronic TAC exposures. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds,

the most important being particulate matter from diesel-fueled engines ("diesel particulate matter" or DPM). There are no ambient air quality standards established for TACs.

The SJVAB is surrounded by mountains on three sides, with an opening only to the north. Predominant winds are from the north during the summer and from the south during the winter. Due to these topographic conditions, air movement through and out of the basin is restricted, which results in pollutant accumulation over time. The SJVAB is in federal nonattainment for 8 Hour Ozone and state nonattainment for one and eight hour ozone, PM10, and PM2.5. The SJVAB is in attainment/unclassified for all other criteria air pollutants.

The proposed roadway improvements along Miner Avenue would reduce the number of through lanes from four to two, which is expected to result in a decrease in the Level-of-Service (LOS) at affected intersections. The analysis presented in the August 2016 Traffic Analysis Memorandum (Stantec 2016) shows that a total of five intersections would result in a LOS below E during the AM or PM peak hours under the cumulative plus project condition. To determine if the proposed project has the potential to affect CO concentrations along Miner Avenue, peak-hour traffic volumes and speeds along Miner Avenue traffic were analyzed using Caltrans' *California Line Dispersion Model Version 4* (CALINE4). Conservative assumptions were used to estimate worst-case CO concentrations. Those assumptions included the use of worst case meteorology, the inclusion of the highest 1-hour and 8-hour background CO concentrations recorded in Stockton during the past five years, the use of cumulative plus project traffic volumes, and the use of 2017 CO emission rates. **Table 3** shows the CO results.

TABLE 3
CARBON MONOXIDE CONCENTRATIONS AT AFFECTED INTERSECTIONS

	CO Concentrations	
Intersection	**1-hour (ppm)**	**1-hour (ppm)**
Center St. / Miner Ave.	2.2	1.52
El Dorado St. / Miner Ave.	2.4	1.68
Hunter St / Miner Ave	1.8	1.2
Sutter St / Miner Ave	2	1.36
California St / Miner Ave	2.3	1.6
American St / Miner Ave	1.9	1.28
Stanislaus St / Miner Ave	2.3	1.6
Grant St / Miner Ave	2	1.36
Aurora St / Miner Ave	2.2	1.52
Center St. / Miner Ave.	2.2	1.52
El Dorado St. / Miner Ave.	2.4	1.68
Hunter St / Miner Ave	1.8	1.2
Threshold	**20**	**9**
Exceed Threshold?	No	No

NOTES:

CO concentrations include a worst case 1-hour CO background concentration of 1.3 ppm and a worst case 8-hour background concentration of 0.8 ppm. The modeled 1-hour concentrations were converted to 8-hour concentrations using a persistence factor of 0.80.

SOURCE: ESA, 2016

As shown in Table 3 the analysis finds that no exceedances of the CO 1- hour or 8-hour standard would occur at any of the intersections affected by the proposed project. In addition, the proposed roadway improvements would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air will be substantially limited. The mix of vehicles types at Miner Avenue intersections would not be substantially different from the County Average. Although the project would reduce the number of lanes along Miner Avenue, this would not result in significant increases in CO concentrations. Consequently, the Miner Avenue project would not result in significant, local air quality impacts.

Since the proposed project would not add lanes or increase capacity, it would only affect local air pollutants during construction. The proposed project would not affect long-term air pollutant emissions in the area or stationary air pollutant sources.

The primary concern to the SJVAPCD during construction would be the PM10 emissions from dust-generating activities. On September 25, 2008, the U.S. EPA re-designated the San Joaquin Valley to attainment for the PM10 National Ambient Air Quality Standard (NAAQS) and approved the 2007 PM10 Maintenance Plan.

The Valley is currently in nonattainment for PM2.5. SJVAPCD has prepared several plans to address PM2.5. These include:

2015 Plan for the 1997 PM2.5 Standard

The District adopted the 2015 Plan for the 19997 PM2.5 Standard on April 16, 2015. This plan addresses EPA's annual PM2.5 standard of f15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³, established in 1997. (SJVAPCD, 2015)

2012 PM2.5 Plan

The District adopted the 2012 PM2.5 Plan in December 2012. This plan addresses EPA's 24-hour PM2.5 standard of 35 µg/m³, which was established by EPA in 2006 (SJVAPCD, 2012).

2008 PM2.5 Plan

The District adopted the 2008 PM2.5 Plan in April 2008. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³, which was established by EPA in 1997 (SJVAPCD, 2008).

Supplemental Document for the 2012 PM2.5 Plan

This document demonstrates that the SJVAPCD's adopted 2012 PM2.5 Plan satisfies federal PM2.5 plan requirements under subpart 4 of Part D of Title I of the Clean Air Act (SJVAPCD 2014). Additionally, this supplemental document also demonstrates that San Joaquin Valley attainment of the 2006 PM2.5 standard by 2015 is not practicable. As such, the SJVAPCD requested the U.S. EPA approve the already submitted 2012 PM2.5 Plan and reclassify the San Joaquin Valley air basin as a serious nonattainment area. Finally, this document demonstrates that the SJVAPCD's most recently adopted Rule 2201, New and Modified Stationary Source Review (adopted April 21, 2011) and fully satisfies the requirements of subpart 4.

Per the SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI), the SJVAPCD's approach to CEQA analysis of construction impacts is to require implementation of effective and comprehensive control measures rather than to require detailed quantification of emissions (SJVAPCD 2002). Standard Regulation VIII control measures, described below, would be required during construction to minimize fugitive dust and avoid nuisance issues with sensitive receptors.

Regulation VIII Control Measures. As appropriate to this project, the following controls are required to be implemented at all construction sites (SJVAPCD 2002):

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled for fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.

Discussion

a) ***Conflict with or obstruct implementation of the applicable air quality plan?***

Less than Significant. The primary objective of the project is to provide safe mobility for bicyclists, pedestrians, transit, and motorists of all types through the creation of a "complete street." The project would not increase roadway capacity or service capabilities that would induce unplanned growth or remove an existing obstacle to growth. As described above, even with an increase in LOS at several intersections, there would be no substantial operational impacts to air quality. To the extent that the project results in shifts in modal choices from vehicular trips to alternative modes, the project would have beneficial air quality effects. Therefore, the proposed project would not

conflict with the region's air quality management plans and would be considered a less-than-significant impact and no mitigation measures are required.

b) ***Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

Less than Significant. The proposed project would not result in the increased capacity of a roadway or result in a land use that generates additional vehicle trips. As shown in Table 3 above, operation of the project would not result in an air quality violation. With implementation of the required Regulation VIII control measures during construction, PM10 impacts from construction of the proposed project would be less than significant and no additional mitigation measures are required.

c) ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

Less than Significant. As discussed above in Item b, the project would result in minimal air pollutant emissions during the short-term duration of construction. In addition, the project would not result in any substantial operational activities or emissions. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region has non-attainment under an applicable federal or state ambient air quality standard. Consequently, this impact is less than significant and no mitigation measures are required.

d) ***Expose sensitive receptors to substantial pollutant concentrations?***

Less than Significant. As noted above under Item b, the proposed project would not generate substantial pollutant concentrations with implementation of Regulation VIII Control Measures and, therefore, would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant and no additional mitigation measures are required.

e) ***Create objectionable odors affecting a substantial number of people?***

Less than Significant. Generally, the types of projects or activities that pose potential odor problems include refineries, chemical plants, wastewater treatment plants, landfills, composting facilities, and transfer stations. The proposed project is an existing street rehabilitation project that is located within an urban area that would not create substantial/long-term objectionable odors affecting a substantial number of people. This impact would be less than significant and no mitigation measures are required.

References

San Joaquin Valley Air Pollution Control District (SJVAPCD), 2015.San Joaquin Valley Air Pollution Control District (SJVAPCD), 2014. Supplemental Document – Clean Air Act Subpart 4: The 2012 PM2.5 Plan for the 2006 PM2.5 Standard and District Rule 2201 (New and Modified Stationary Source Review. September 18, 2014.

San Joaquin Valley Air Pollution Control District (SJVAPCD), 2013. 2013 Plan for the Revoked 1-Hour Ozone Standard. September 19.

San Joaquin Valley Air Pollution Control District (SJVAPCD), 2012. 2012 PM2.5 Plan. Adopted December 20, 2012.

San Joaquin Valley Air Pollution Control District (SJVAPCD), 2008. 2008 PM2.5 Plan. Adopted April 30, 2008.

San Joaquin Valley Air Pollution Control District (SJVAPCD), 2007. 2007 Ozone Plan. April 30, 2007.

San Joaquin Valley Air Pollution Control District (SJVAPCD), 2002. Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). Adopted August 20, 1998. Revised January 10, 2002.

Stantec, 2016. Traffic Analysis Memorandum. August 12, 2016.

Biological Resources

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
4.	**BIOLOGICAL RESOURCES — Would the project:**				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Environmental Setting

The project is located within the Miner Avenue Corridor of downtown Stockton, which is fully urbanized and has been historically developed as a commercial corridor since the early 1900s. The project area includes Miner Avenue, which is a city arterial road, and the adjacent sidewalk areas. The project areas does not support or provide any native vegetation or wildlife habitat other than habitat for species commonly associated with urban development.

Heritage Oak trees are protected by the City's Municipal Code Chapter 16.130. Heritage Oak trees are defined as any Valley Oak (*Quercus lobate*), Coast Live Oak (*Quercus agrifolia*) and Interior Live Oak (*Quercus wislizenii*) tree which is located on public or private property within the limits of the City, and which has a trunk diameter of 16 inches or more, measured at 24 inches above actual grade. Municipal Code Chapter 16.130 requires that, excluding trees removed under emergency circumstances, any heritage tree that is removed or effectively removed shall be replaced on a three for one basis. The size of the replacement trees shall be determined by the City of Stockton Community Development Director (Director) based on the size of the tree that was removed, but shall be at least 15-gallon container stock. If possible, the replacement trees shall be planted on the same parcel as the tree that was removed. In those cases where it is not

possible to replace the tree on the same parcel, the replacement tree(s) shall be planted in a City park or other location determined by the Director.

Non-Heritage Oak trees within City ROW ("street trees") are protected by the City's Municipal Code Chapter 16.162, which states that:

> Anyone who removes a street tree shall replace it on a one for one basis. The size and species of the replacement shall be determined by the Director based on the size of the tree that was removed, with the minimum size being a 15-gallon container stock. If possible, the replacement tree shall be planted on the same parcel as the tree that was removed; if not possible, it shall be planted in a City park or some other location determined by the Director. Such off-site planting shall be performed by a local contractor hired by the City. The applicant shall reimburse the City for the cost of any off-site planting together with a two and one-half (2.5) percent administration fee based on the actual cost of the planting contract.

The project is located within the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP) (San Joaquin County 2000) coverage area. The SJMSCP (adopted by San Joaquin County, the City, and other cities within San Joaquin County) is a comprehensive 50-year plan that was developed to provide a strategy for protecting the region's agricultural economy through balancing the need to conserve Open Space and the need to convert Open Space to non-Open Space uses. The SJMSCP provides for the long-term management of plant, fish, and wildlife species, especially those that are listed or eligible for listing under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA). A project that complies with the SJMSCP can be determined to have less than significant impacts on biological resources under CEQA. The proposed project is located within the coverage area of the SJMSCP, but the project site contains no biological value, and coverage under the SJMSCP is unnecessary. The Miner Avenue Corridor is located within the SJMSCP Category A, Exempt, No Pay Zone; therefore, the project is exempt from SJMSCP fees. Category A covers sites where conversions of Open Space land have already occurred, such as Urban Lands. The City has chosen to opt-in to the SJMSCP and retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

The project site is located in an urban and developed environment, with minimal landscaping. The existing trees, however, have potential to support nesting migratory birds (as listed in the species list in Appendix A) that could occur within the project area.

Discussion

a) ***Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

No Impact. The project area is in an urban area that has been previously disturbed and developed. Developed and landscaped areas are not considered to be habitat for special-status or wildlife species. There would be no impact on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife

Service. The City has chosen to opt-in to the SJMSCP and retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

b) ***Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

No Impact. There is no riparian habitat or other sensitive natural community located within the project site. Any trees within the project area have been previously planted as landscaping and are surrounded by paved areas. Therefore, the project would have no impact on resources identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

c) ***Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. The project site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, the project would have no impact on federally protected wetlands.

d) ***Would the project 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?***

Less than Significant with Mitigation. Habitat for fish does not occur within the project site. It is unlikely that there is any wildlife movement through the project area due to the adjacent commercial, industrial, and residential uses. Additionally, SR 4 runs to the south of the downtown area, further restricting the movement of species through the area. However, there is potential for nesting migratory birds to utilize the trees in the project area and the existing structures adjacent to the project site. The City would comply with local regulations for tree removal and planting and with implementation of **Mitigation Measure BIO-1 "Protect Nesting Birds"** there would be a less than significant impact on the movement of wildlife within the project.

e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Less than Significant. The project would not conflict with adopted biological ordinances. There are no Heritage Oak trees located within the project area. Landscaping, including tree planting, is proposed as a part of the project. Any street trees that are removed will be replanted at a one to one ratio in accordance with the City's Municipal Code Chapter 16.162.

f) ***Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

Less than Significant. The project is located within the coverage are of the SJMSCP, however, the entire project site is currently developed by urban infill and does not contain any biologically significant resources. As such, the project area is classified as Category A, which is exempt from fee payment. Nevertheless, the SJMSCP requests a pre-construction survey of any vacant land prior to the submittal of a grading permit. The City has chosen to opt-in to the SJMSCP and retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

The project is consistent with the SJMSCP and would have a less than significant impact on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Mitigation Measures

San Joaquin County Multi-Species Open Space and Habitat Conservation Plan: The City has chosen to opt-in to the SJMSCP and retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

Mitigation Measure BIO-1: Protect Nesting Birds. The Project Sponsor shall abide by all provisions of Sections 3503 and 3503.5 of the California Fish and Game Code and Migratory Bird Treaty Act of 1918 (MBTA), provided that the MBTA does not apply to those birds not protected by the MBTA, as published in the Federal Register (Vol. 78, No. 212; November 1, 2013). During construction of the project, the removal of trees shall occur between September 1 and January 31. Tree removal should be avoided from February 1 to August 31, which is the typical migratory bird nesting period (nesting period) in this part of California. If no vegetation removal is proposed during the nesting period, then no surveys are required under the MBTA. However, as stated above, the SJMSCP requests a pre-construction survey of any vacant land be conducted prior to the submittal of a grading permit.

If it is not feasible to avoid tree removal during the nesting period, a qualified wildlife biologist shall conduct a survey for nesting birds. Surveys shall be conducted no earlier than three days prior to the commencement of removal of the tree or demolition of buildings. Following the survey, the wildlife biologist shall provide a report to the City detailing the findings. If nesting birds that are covered by the MBTA and/or Sections 3503 and 3503.5 of the California Fish and Game Code are discovered in a tree will be removed, tree removal will be delayed until the nest(s) is no longer active; either the nest fails or the nest is successful and the young fledge and are no longer dependent on the nest for survival. The latter will be determined by a qualified biologist.

References

San Joaquin County. 2000. *San Joaquin County Multi-Species Open Space and Habitat Conservation Plan*. November. Available: http://www.sjcog.org/DocumentCenter/View/5. Accessed: September 6, 2016.

Cultural Resources

Issues (and Supporting Information Sources):		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
5.	**CULTURAL RESOURCES — Would the project:**				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Environmental Setting

This section provides a discussion of the existing conditions, as well as relevant prehistoric and historical conditions, related to cultural resources on the project site and the immediately surrounding project area. Information in this section is based on the Historic Resources Evaluation Report (ESA 2016a) and Archaeological Survey Report (ESA, 2016b) prepared for the project. Cultural resources include architectural resources, archaeological resources, human remains, and tribal cultural resources. Paleontological resources include fossilized remains of vertebrate and invertebrate organisms, fossil tracks, and plant fossils.

The Area of Potential Effects (APE) for the project is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking" (36 CFR 800.16[d]).

The archaeological APE includes the 0.75 mile right-of-way corridor of East Miner Avenue, from Center Street to the Union Pacific Railroad tracks, inclusive of sidewalks and additional proposed streetscape improvements. The depth of the archaeological APE varies between project component and is relatively shallow (less than 12 inches) for most improvements. The depth extends to approximately 24 inches for the installation of the roundabout and up to 8 feet deep for sewer pipeline replacement.

The architectural APE includes the project area and a one parcel buffer. The final APE maps were approved by the California Department of Transportation on August 18, 2016.

Historic Architectural Resources

Historic Context

The community of Stockton was officially named as such in 1849 after its founding by Charles Weber in 1847 through obtaining the *Rancho del Campo de los Franceses* with William Gulnac.

With the resulting influx of population during the Gold Rush, the production of food was needed to support the mines, and the San Joaquin Valley developed to become an agricultural supplier. Some of the miners, disappointed in the search for gold, turned to farming in the fertile swamp lands in the San Joaquin Valley. In 1850 California achieved statehood and San Joaquin County was formed as one of the 27 original counties. Throughout the late nineteenth and twentieth centuries, the eastern portion of San Joaquin County was predominantly agricultural in use.

Stockton continued its rapid growth through the turn of the twentieth century, and began to carry out many civic improvements to sustain this commercial and industrial growth. Due to the increased use of the automobile in the 1910s, salesrooms developed along "auto row" at El Dorado and Miner Avenue, and service stations were constructed throughout the City.

In 1906, the Stockton Savings and Loan Society built the City's first skyscraper at San Joaquin and Main Streets. Four other multi-storied buildings had been completed by 1917. In 1910, the elegant Hotel Stockton was erected at the head of the Stockton Channel between North El Dorado and North Hunter on Bridge Street. Dozens of other hotel buildings, both grand and modest, were completed around this time, catering to an influx of travelers brought by the railroad, and changing the face of downtown Stockton. Much of the labor on farms was provided by migrant workers, who needed inexpensive temporary housing. This demand contributed to the prevalence of one of the downtown area's most common building types: a two- to three-story residential hotel with commercial space on the ground floor.

In 1871, an attempt had been made to construct a deeper channel from Stockton to the Pacific Ocean, to accommodate larger boats. Lack of government funding as well as the commencement of World War I delayed the project until 1927. The new canal was dug to a depth of 26 feet, and provided hundreds of jobs during the Depression. The Port of Stockton officially opened in 1933 as California's largest inland port. After World War II, Stockton industry slowly shifted back to production of farm machinery and commercial boats. Civilian shipping to and from Stockton had been suspended during the war resulting in the community's lessened importance as a transit center. Many Port businesses refocused efforts to warehousing goods, adding storage facilities for oil, iron, and other material. However, throughout all its changes, the Port has remained a major defining feature of the City.

In the 1950s and 1960s, many of the commercial buildings in downtown Stockton were remodeled. Virtually all of the multi-story commercial buildings have been altered on the ground floor, but many remain relatively intact above the storefront level. With the introduction of rail service, Stockton's business district was further expanded and by the conclusion of the nineteenth century, the City was poised for increased commercial activity as the Delta's largest community.

Based on historic maps from 1916, East Miner Avenue was lined with small buildings at the beginning of the twentieth century, most of which appear to be residential buildings. By 1917, East Miner Avenue began to be converted from a more residential street to a commercial corridor. East Miner Avenue, just three blocks north of Main Street, was part of the expanding downtown as witnessed by the replacement of homes with commercial businesses many of which were

related to the sale and maintenance of automobiles. Directories list several automobile related businesses beginning to appear in 1930.

Background Research and Findings

Staff conducted a records search for the project at the Central California Information Center (CCIC) of the California Historical Resources Information System at California State University Stanislaus. Results from the archival search identified 11 previously recorded architectural resources on file at the CCIC within the architectural APE (**Table 4**).

TABLE 4
PREVIOUSLY RECORDED ARCHITECTURAL RESOURCES

Resource #	Resource Name/Address	Date of Construction	Eligibility
P-39-001229	St. John's Guild Hall/Parish Hall, 115 E. Miner Ave.	1892	National Register, City Landmark
P-39-001230	Medico-Dental Garage, 410-414 E. Miner Avenue	c1925	local
P-39-001235	Hulman House, 616-618 E. Miner Ave	1907	n/a
P-39-001236	McCan House/Apartments, 622-628 E. Miner Avenue	1907	n/a
P-39-001237	739 E. Miner Avenue	1916	n/a
P-39-002092	Medico-Dental Building, 242 N. Sutter Street	1927	National Register
P-39-004742	901 E. Miner Avenue	c1940	n/a
P-39-004743	202-214 E. Miner/244-250 N. Hunter	1920	n/a
P-39-004744	Delta Hotel, 230-248 E. Miner Avenue	1919	n/a
P-39-004745	St. John's Store, 125-129 E. Miner Avenue	c1920	n/a
001976/005143	Southern Pacific RR Depot; R. J. Cabral Amtrak/ACE Station	1900	National Register

SOURCE: CCIC Record Search, 2016
c: circa

In addition research determined that three resources within the architectural APE were previously determined eligible for listing in the National Register of Historic Places (National Register): Saint John's Episcopal Church and Guild Hall (115 East Miner Avenue), the Southern Pacific Railroad Depot (201 North Sacramento Street), and the Medico-Dental Building (242 North Sutter Street).

There are ten National Register-listed properties within the 0.25 mile records search radius that outside of the architectural APE including the Commercial and Savings Bank (343 Main Street), the Elks Building (42 North Sutter Street), Farmer's and Merchant's Bank (11 South San Joaquin Street), Fox California Theater (242 East Main Street), Hotel Stockton (133 East Weber Avenue), Nippon Hospital (25 South Commerce Street), Sperry Office Building (146 West Weber Avenue), Stockton Savings and Loan Society Bank (301 East Main Street), Tretheway Block

(229 East Weber Avenue), and the United States (U.S.) Post Office (401 North San Joaquin Street).

There is one California State Historical Landmark within the 0.25 mile records search radius, outside of the architectural APE. Weber Point (California Historical Landmark No. 165) is on North Center Street between Channel Street and East Miner Avenue. The Landmark is the site of a house built in 1850 by Charles M. Weber, founder and pioneer developer of Stockton, and it remained Captain Weber's home until his death in 1881.

The Historic Resources Evaluation Report completed for the proposed project identified eight historic-age buildings in the architectural APE with sufficient integrity to require an evaluation (ESA, 2016a). The buildings have subsequently been recommended not eligible for inclusion in the National Register due to lack of association with significant events or persons as well as a lack of architectural distinction or style:

- 303 North El Dorado Street (Wells Fargo Bank)
- 31 East Channel Avenue
- 135 East Miner Avenue
- 425 East Miner Avenue
- 722 East Miner Avenue
- 825 East Miner Avenue
- 835 East Miner Avenue
- 808 East Miner Avenue

Archaeological Resources

Prehistoric Archaeological Resources

Prehistoric Context

Categorizing the prehistoric period into cultural stages allows researchers to describe a broad range of archaeological resources with similar cultural patterns and components during a given timeframe, thereby creating a regional chronology. Rosenthal et al. (2007) provide a framework for the interpretation of the Central Valley prehistoric record and have divided human history in the region into three basic periods: *Paleo-Indian* (11,550 to 8550 B.C.), *Archaic* (8550 B.C. to A.D. 1100), and *Emergent* (A.D. 1100 to Historic Period). The Archaic period is subdivided into three sub-periods: *Lower Archaic* (8550 to 5550 B.C.), *Middle Archaic* (5550 to 550 B.C.), and *Upper Archaic* (550 B.C. to A.D. 1100) (Rosenthal et al., 2007). Economic patterns, stylistic aspects, and regional phases further subdivide cultural patterns into shorter phases. This scheme uses economic and technological types, socio-politics, trade networks, population density, and variations of artifact types to differentiate between cultural periods.

The earliest period of human occupation in the Central Valley dates to approximately 11,000–12,000 years before present. Sites from this period are generally referred to as Paleo-Indian sites. Several key sites denote this early occupation in the Central Valley. In 1952, Adan Treganza

identified a site about 20 miles east of Stockton at which he noted artifacts that he surmised to be of some antiquity. After many years of deliberation the assemblage, known as the Farmington Complex, has generally been agreed to date to as early as 8,000–12,000 years ago. The assemblage is largely made up of flake and core tools, and lacking finished projectile points, is generally looked upon as an incomplete assemblage (Moratto, 1984).

There is a paucity of sites in the region that date from about 7,500 years ago until about 4,000 years ago. This is generally attributed to the sites being deeply buried by several thousand years of alluvium (Moratto, 1984). Rosenthal et al. (2007) have also attributed the lack of surface evidence of prehistoric occupation to agricultural activity, levee and other irrigation construction, and river erosion.

Ethnohistoric Context

The proposed project is situated at a transitional zone of the area ethnographically occupied by the Northern Valley Yokuts and the Plains Miwok. Both groups spoke languages from the Penutian family (Heizer and Elsasser, 1980:15). The traditional territory of the Northern Valley Yokuts encompassed much of the north end of the Southern San Joaquin Valley; an area extending from the northward bend of the San Joaquin River, northward almost to the Mokelumne River, and from the crest of the Coast Range eastward to the foothills of the Sierra Nevada. The Plains Miwok traditional territory extended along the delta of the Sacramento-San Joaquin river system as well as the Cosumnes and Mokelumne rivers, extending as far east as Dutch Slough (Wilton Rancheria, 2016).

Both groups had a loose political organization of tribelets based around a number of large villages, with smaller villages and temporary camps scattered around them. In the Central Valley, villages were generally located high ground near rivers and creeks. Villages were frequently found on bluffs overlooking waterways, with a preference for south facing slopes. Low-lying areas prone to inundation were also occupied because of the availability of riverine resources. In the past, Miner Slough extended further to the east prior to being channelized in the early 1900s. The general area of the proposed project would have been an ideal location for use and occupation during the prehistoric period.

The tribes of the Stockton area had a diet typical of most tribes of the region. Acorns were the main staple. Deer, elk, black bear, mountain lion, bobcats and rabbits were hunted using bow and arrow. Smaller game was also hunted using snares, dead falls, traps, rodent hooks, and nets. Fish made up a substantial portion of the diet. Freshwater mussels and clams were collected along the larger waterways. Invertebrates including worms, larvae, ants, crickets, and grasshoppers were also collected (Levy, 1978:402–405).

In this region, Native populations prior to, during, and after the period of contact with Euro-Americans experienced a great deal of social upheaval. Disease, indoctrination into the Missions, and punitive attacks by soldiers and settlers rapidly diminished the Native population and disrupted traditional political affiliations. There are several accounts of Plains Miwok fleeing the missions and returning to their villages. Military expeditions were sent to bring them back and

several tribelets participated in a series of Indian wars that included raids on missions and ranchos (Levy, 1978:400).

Today there are several federally and non-federally recognized Native American groups and organizations in the greater vicinity of the proposed project including the California Valley Miwok Tribe, the Ione Band of Miwok Indians, the Northern Valley Yokuts, the United Auburn Indian Community, the Buena Vista Rancheria of Me-wuk, and the Wilton Rancheria. The Northern Valley Yokuts and Plains Miwok people have a strong presence in the Central Valley, and have representatives engaged in project planning including consultation regarding impacts to Native American cultural resources.

Background Research and Findings

Based on the results of the records search at the CCIC there are no prehistoric archaeological resources within the archaeological APE. Site P-39-004164 is a historic-era refuse concentration that is recorded as multicomponent (with both historic-era and prehistoric materials) due to five chert fragments found at a depth of 30–40 inches (80–100 cm) below the existing ground surface (Chambers Group, 2000). It is unclear from the documentation if these fragments are natural or human-modified. The site is approximately 1,000 feet from the APE.

Analysis of ethnographic records indicates that a Native American village site was located within the City of Stockton. According to Kroeber (1925:486) the village of *Wana* was "just below the landing." Presumably he was referring to the existing deep water shipping port that is approximately one mile from the APE.

Based on the environmental setting, the historic extension of Miner Slough into the project vicinity, and the results of the background research, the archaeological APE has a high sensitivity for prehistoric archaeological resources.

Historic-era Archaeological Resources

Lindsay's Channel and Miner Slough ran along the south side of East Miner Avenue for several blocks until turning north around North American Street. By 1863 maps show the open water ending west of Center Street indicating that the channel had been re-routed underground providing more available building lots. Based on historic maps from 1916 East Miner Avenue was lined with small buildings at the beginning of the twentieth century, most of which appear to be residential buildings.

Archaeological investigations have been completed adjacent to the archaeological APE focusing on historic-era resources. In 2000 archaeologists excavated a refuse concentration (P-39-004493) within the block of the existing City Centre Cinema. The block was settled by at least the 1860s with residential and commercial buildings including hotels, working-class houses, Chinese-operated laundries, a brewery, and a livery stable (Waghorn, 2000). In addition, archaeologists excavated the foundation remains of a 1850s residence and an artifact filled privy (P-39-004515) in 2005 on the block southeast of Fremont and Center (Meyer, 2005).

These studies indicate that there is a high potential for buried historic-era archaeological deposits at relatively shallow depths, from the current ground surface down to at least 8 feet in depth,

within the boundaries of City blocks (Chambers Group, 2000; Waghorn, 2000). However, the proposed project is entirely within the street right-of-way and the archaeological APE has a low sensitivity for historic-era archaeological resources.

Two sets of tracks for two-way streetcars were within the Miner Avenue right-of-way beginning in the 1880s. Records indicate these tracks were completely removed from the archaeological APE; however, this has not been confirmed. There is the potential that tracks and rails associated with the streetcars are within the archaeological APE.

Discussion

a) ***Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?***

Less than Significant with Mitigation. CEQA Guidelines Section 15064.5 requires the lead agency to consider the effects of a project on historical resources. A historical resource is defined as any building, structure, site, or object listed in or determined to be eligible for listing in the California Register of Historical Resources (California Register), or determined by a lead agency to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California. The following discussion focuses on architectural and structural resources. Archaeological resources, including archaeological resources that are potentially historical resources according to Section 15064.5, are addressed under criterion b), below.

The project involves the rehabilitation of an existing roadway and streetscape. While no buildings or structures would be directly impacted by the project, the change in the associated streetscape could impact the setting, one of the seven aspects of integrity for evaluating resources for the National Register. The proposed streetscape improvements would have a less than significant impact to the National Register-eligible buildings (Saint John's Episcopal Church and Guild Hall at 115 East Miner Avenue, the Southern Pacific Railroad Depot at 201 North Sacramento Street, and the Medico-Dental Building 242 North Sutter Street) with the implementation of **Mitigation Measure CR-1 "Protection of National Register-Eligible Resources".** This mitigation would reduce the impacts by ensuring that the character defining features of these buildings were not adversely impacted thereby affecting their eligibility.

The project is also required to comply with Stockton Municipal Code 16.36.050 "Cultural Resources," which states that if a historical resource 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.

With implementation of **Mitigation Measure CR-1 "Protection of National Register-Eligible Resources"** and **Stockton Municipal Code 16.36.050** impacts to historical resources would be less than significant with mitigation.

b) ***Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***

Less than Significant with Mitigation. This section discusses archaeological resources, both as historical resources according to Section 15064.5 as well as unique archaeological resources as defined in Section 21083.2(g). A significant impact would occur if the project would cause a substantial adverse change to an archaeological resource through physical demolition, destruction, relocation, or alteration of the resource.

The archaeological APE has been determined to have a high sensitivity for prehistoric archaeological resources. In addition there is the potential to uncover features such as rails and ties related to the historic-era streetcar that ran on East Miner Avenue. While ground disturbing activities would primarily occur in areas that have previously been developed and contain existing infrastructure, there is possibility for previously undiscovered archaeological resources to be encountered during construction activities.

In order to further assess the potential for archaeological resources to be within areas of ground disturbing activity, the City shall implement **Mitigation Measure CR-2 "Extended Phase I Survey"**, which would design and implement an Extended Phase I (XPI) Survey. The XPI Survey includes the development of a presence/absence investigation and a preliminary evaluation of whether any archaeological resources encountered in the APE constitute a historical resource or a unique archaeological resource under CEQA.

In addition, the project is also required to comply with Stockton Municipal Code 16.36.050 "Cultural Resources," which states that if an archaeological resource 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.

With implementation of **Mitigation Measure CR-2 "Extended Phase I Survey"** and **Stockton Municipal Code 16.36.050** impacts to archaeological resources would be less than significant with mitigation.

c) ***Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less than Significant with Mitigation. A significant impact would occur if the project would destroy a unique paleontological resource or site, or a unique geologic feature. Paleontological resources are the fossilized evidence of past life found in the geologic record. Despite the tremendous volume of sedimentary rock deposits preserved worldwide, and the enormous number of organisms that have lived through time, preservation of plant or animal remains as fossils is an extremely rare occurrence. Because of the infrequency of fossil preservation, fossils—particularly vertebrate fossils—are considered to be

nonrenewable resources. Because of their rarity, and the scientific information they can provide, fossils are highly significant records of ancient life.

The City of Stockton is located in an upland portion of the San Joaquin Valley on alluvial, silt, sand, and gravel deposits of the lower terraces of the San Joaquin River. The project is underlain by the Modesto Formation, which consists primarily of sand, silt, and clay seams deposited by rivers and ranges in depth from 10 to 200 feet (DOC, 2016). The formation was formed during the Pleistocene Age, from 42,000 to 14,000 years ago. The thickness of the formation ranges from 200 to 10 feet.

The project area does not contain any known paleontological resources; however, there have been numerous vertebrate fossil discoveries in San Joaquin County in a Quaternary context (UCMP, 2016). There is very limited ground disturbance associated with the project, therefore there is a low potential to uncover previously undiscovered paleontological resources during project implementation. However, there is a remote possibility that deeper excavation associated with the project (up to 8 feet below the existing ground surface) could unearth paleontological resources. Damage or destruction to paleontological resources would result in a potentially significant impact. This impact would be reduced to a less-than-significant level with implementation of **Mitigation Measure CR-3 "Inadvertent Discovery of Paleontological Resources"**, which would reduce adverse effects on paleontological resources by recovering fossils and associated contextual data during ground-disturbing activities.

With implementation of **Mitigation Measure CR-3 "Inadvertent Discovery of Paleontological Resources"** impacts to paleontological resources would be less than significant with mitigation.

d) ***Would the project disturb any human remains, including those interred outside of formal cemeteries?***

Less than Significant with Mitigation. Although there is no indication that any portion of the project area has been used for human burials, there is the possibility that unmarked burials can be unearthed during ground-disturbing activities. The project is required to comply with Stockton Municipal Code 16.36.050 "Cultural Resources," which states that if 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.

With implementation of **Stockton Municipal Code 16.36.050** impacts to human remains would be less than significant with mitigation.

e) ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in §21074?***

Less than Significant with Mitigation. CEQA Section 21074.2 requires the lead agency to consider the effects of a project on tribal cultural resources. As defined in PRC

Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing, on the national, state, or local register of historical resources.

According to the requirements of Assembly Bill 52, the City sent introductory letters and project maps to local Native American groups and organizations on October 17, 2016. In addition on November 7, 2016 ESA contacted the Native American Heritage Commission (NAHC), requesting a search of Sacred Lands files and a list of local Native Americans who might have knowledge of cultural resources in the project vicinity. The NAHC responded on November 16, 2016 that there were no sacred lands on file within or near the project.

On October 28, 2016, the Wilton Rancheria (Tribe), a federally-recognized Native American tribe, sent a letter to the City requesting formal consultation under the provisions of PRC Section 21080.3.1(b)(d)(e). On November 30, 2016 representatives from the City and the Tribe, as well as the representatives from the environmental and engineering sub-consultants, met to discuss the project and potential impacts. The Tribe was informed of the project plans, including maps, and the results of the cultural resources background research and the NAHC results. The Tribe requested updates to the draft cultural context description as well as additional study to further determine the potential presence of previously undiscovered archaeological resources.

Based on the background research at the CCIC, and the results of the background research and the consultation efforts with the Tribe, there are no known tribal cultural resources in the project area. However, if tribal cultural resources are discovered during either the XPI Survey work described in section b, above, or during project implementation, impacts to these resources could be potentially significant. This impact would be reduced to a less-than-significant level by implementation of **Mitigation Measure CR-4 "Tribal Cultural Resources Interpretive Program"**, which would provide for an interpretive program to honor the location and use of the area prior to historical development.

With implementation of **Mitigation Measure CR-4 "Tribal Cultural Resources Interpretive Program"** impacts to tribal cultural resources would be less than significant with mitigation.

Mitigation Measures

Stockton Municipal Code 16.36.050: Cultural Resources. 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 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 Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission 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. (Prior code § 16-310.050).

Mitigation Measure CR-1: Protection of National Register-eligible Resources. Protective measures shall be implemented for any construction work occurring within 50 feet of Saint John's Episcopal Church and Guild Hall at 115 East Miner Avenue, the Southern Pacific Railroad Depot at 201 North Sacramento Street, and the Medico-Dental Building 242 North Sutter Street. The specifics of these protective measures shall be approved by the City of Stockton with the purpose of shielding and protecting these buildings from construction equipment and materials as well as debris resulting from the construction. An architectural historian that meets the Secretary of the Interior's qualifications will determine if any sidewalk or street features are considered character-defining elements of these three resources. Any alterations to the character-defining features of these buildings will be done in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (NPS, 1995) and PRC 5024.5.

Mitigation Measure CR-2: Extended Phase I Survey. During the preliminary design for development and prior to any ground-disturbing activity associated with the proposed project, the City shall undertake the following:

- **Extended Phase I Survey.** Because there is the potential for archaeological resources to exist in the project area, the City shall retain a Secretary of the Interior-qualified archaeologist, in consultation with a Native American representative, to prepare and implement an Extended Phase I (XPI) Survey. The XPI Survey will identify the property types of expected archaeological resources, the testing method to be used to define resource boundaries and constituents, and the locations recommended for testing. The purpose of the XPI Survey will be to determine to the extent possible the presence or absence of cultural resources in the proposed areas of disturbance for the project and a preliminary evaluation of

whether any cultural resources encountered constitute a historical resource under CEQA.

- **Preservation in Place.** Following the XPI Survey, if a significant cultural resource is identified, a qualified archaeologist, in consultation with the City and the appropriate Native American representative shall determine whether preservation in place is feasible. Consistent with CEQA Guidelines Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement.

If it is determined that preservation in place is not feasible for the resource and another type of mitigation would better serve the interests protected by CEQA, mitigation shall include data recovery through archaeological investigations and the City shall undertake the following:

- **Archaeological Research Design and Treatment Plan.** If avoidance or preservation in place is not feasible for the identified resource, the City shall retain a Secretary of the Interior-qualified archaeologist who, in consultation with a Native American representative, shall prepare a detailed Archaeological Research Design and Treatment Plan (ARDTP) that shall be submitted to the City for review and approval. The ARDTP shall identify a proposed data recovery program and how the data recovery program would preserve the significant information the archaeological resource is expected to contain. Treatment would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim of targeting the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The ARDTP shall include provisions for analysis of data in a regional context; reporting of results within a timely manner and subject to review and comments by the appropriate Native American representative, before being finalized; curation of artifacts and data at a local facility acceptable to the City and appropriate Native American representative; and dissemination of final confidential reports to the appropriate Native American representative, the Central California Information Center of the California Historical Resources Information System and the City.

Mitigation Measure CR-3: Inadvertent Discovery of Paleontological Resources. If potential fossils are discovered during project implementation, all earthwork or other types of ground disturbance within 100 feet of the find shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. The paleontologist may also propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations will be consistent with Society of Vertebrate Paleontology guidelines and currently accepted scientific practice. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection, and may also include preparation of a report for publication describing the finds.

Mitigation Measure CUL-4: Tribal Cultural Resources Interpretive Program. In consultation with the affiliated Native American tribal representatives, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible.

If preservation in place of the tribal cultural resource is not a sufficient or feasible option, the City shall implement an interpretive program of the tribal cultural resource in consultation with affiliated tribal representatives. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.

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Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on 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 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?	☐	☐	☐	☒

Environmental Setting

Topography of the site is essentially flat at an elevation of approximately 10 feet above mean sea level (msl). The project site lies within the Great Valley geomorphic province of California, which is an alluvial plain about 50 miles wide and 400 miles long in the central part of California. The Great Valley is a trough in which sediments have been deposited almost continuously since the Jurassic Era (about 160 million years ago). The City of Stockton is located in an upland portion of the San Joaquin Valley on alluvial, silt, sand, and gravel deposits of the lower terraces of the San Joaquin River. The project is underlain by the Modesto Formation, which consists primarily of sand, silt, and clay seams deposited by rivers and ranges in depth from 10 to 200 feet (DOC 2016). The formation was formed during the Pleistocene Age, from 42,000 to 14,000 years ago. The thickness of the formation ranges from 200 to 10 feet.

There are no active or potentially active faults in the vicinity of the project and the project is not exposed to Alquist-Priolo or other fault rupture hazards. The nearest faults are the Foothill Fault Zone and Midland Fault, approximately 13 and 19 miles away, respectively. The project area is subject to potentially moderate seismic shaking (OES 2016). The California Division of Mines

and Geology has determined the peak ground acceleration for potentially-occurring earthquakes throughout the State; in Stockton, peak ground accelerations (g) could range from 0.20 g to 0.30 g (City of Stockton 2007). There are no other known geologic hazards that would affect the site. Soils on the project area consist of Jacktone - Urban Land complex (NRCS 2016). Jacktone - Urban Land complex is made up of 50% Jacktone Clay and 35% urban land. The soil is moderately deep and is somewhat poorly-drained. The shrink-swell potential of this soil is high.

Discussion

a.i) ***Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.)***

No Impact. The Project site is not within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. Therefore, the Project would result in no impact.

a. ii) ***Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?***

Less than Significant. The project site is subject to moderate seismic ground shaking. The Stockton General Plan EIR (City of Stockton 2007) indicates that potential seismic shaking hazards would be reduced to less than significant with the implementation of the following General Plan Safety policies:

> **HS-3.1 Seismic Safety of Structures and Public Facilities.** The City shall require that new structures intended for human occupancy, public facilities (i.e., treatment plants and pumping stations, major communication lines, evacuation routes, etc.), and emergency/disaster facilities (i.e., police and fire stations, etc.) are designed and constructed to minimize risk to the safety of people due to ground shaking.
>
> **HS-3.2 Development in Areas Subject to Geologic Hazards.** The City shall require all proposed developments, reconstruction, utilities, or public facilities situated within areas subject to geologic-seismic hazards as identified in the soils engineering and geologic-seismic analysis to be sited, designed, and constructed to mitigate the risk associated with the hazard (e.g., expansive soils, liquefaction, etc.).

a.iii) ***Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?***

Less than Significant. Portions of the City may be subject to liquefaction or other ground stability hazards. Liquefaction is a process whereby water in unconsolidated sand and other granular materials is subjected to pressure usually caused by ground motion. Since fluids are not compressible and granular materials are compressible, especially when shaken, the water seeks release. As water moves out of materials, such as sand, it causes

the granular material to flow and lose strength. Such materials, in effect, behave like quicksand. The ground literally flows out from under structures. Earthquake shaking is a major cause of liquefaction and has resulted in severe damage in parts of California. As noted above, the project site's topography is relatively flat and is not located within a delineated Alquist-Priolo Earthquake Fault Zone. With implementation of the General Plan Safety policies listed above under "a.iii", impacts related to ground failure, including liquefaction, would be less than significant.

a.iv) ***Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?***

No Impact. The project area is flat and not susceptible to landslide hazards. There would be no impact.

b) ***Would the project result in substantial soil erosion or the loss of topsoil?***

Less than Significant. Construction activities would involve earth moving activities. The project site has been previously developed and would not result in substantial loss of topsoil. Proposed project operations would not result in a significant increase in the potential for soil erosion over existing conditions. With adherence to the City's Storm Water Management Plan and pursuant to the City's MS4 storm water permit from the Regional Water Quality Control Board impacts from construction activities would be less than significant.

c) ***Would the project 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?***

Less than Significant. As discussed above, implementation of the project with General Plan Safety policies related to ground failure, including liquefaction, would result in a less than significant impact.

d) ***Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

Less than Significant. As discussed above, implementation of the project with General Plan Safety policies related to ground failure related to expansive soil would result in a less than significant impact.

e) ***Would the project 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?***

No Impact. The project would connect to existing sewer systems; septic tanks would not be used as part of the project. Therefore, there is no impact.

References

California Department of Conservation (DOC), 2016. Geology Map of California. Available at http://maps.conservation.ca.gov/cgs/gmc/. Accessed September 6, 2016.

California Department of Emergency Services (OES). 2016. MyHazards. Available: http://myhazards.caloes.ca.gov/. Accessed: September 7, 2016.

City of Stockton. 2007. General Plan EIR. August. Available: http://www.stocktongov.com/government/departments/communityDevelop/cdPlanGen.html. Accessed: September 6, 2016.

Natural Resources Conservation Service, United States Department of Agriculture (NRCS), 2016. Web Soil Survey. Available online at http://websoilsurvey.nrcs.usda.gov/ accessed September 6, 2016.

Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles make up the largest source of GHG-emitting sources. The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change: “Greenhouse Gas Mitigation” and “Adaptation.” "Greenhouse Gas Mitigation" is a term for reducing GHG emissions to reduce or "mitigate" the impacts of climate change. “Adaptation" refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).[2]

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity, 3) transitioning to lower GHG-emitting fuels, and 4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively.[3]

2 http://climatechange.transportation.org/ghg_mitigation/
3 http://www.fhwa.dot.gov/environment/climate_change/mitigation/

Over a period of approximately seven years, the City of Stockton developed a Climate Action Plan (CAP), which was adopted in August of 2014. The CAP "outlines a framework to feasibly reduce community GHG emissions in a manner that is supportive of Assembly Bill (AB) 32 and is consistent with the Settlement Agreement and 2035 General Plan policy." The CAP addresses a range of potential GHG reduction measures, including reduction of GHGs associated with government operations; more specific to the project, the CAP implement Stockton General Plan Policy HS-4.20 by adopting new policies that "require new development to reduce its greenhouse gas emissions to the extent feasible in a manner consistent with state legislative policy as set forth in AB 32.

During this same period, and among other GHG-related agency action, the San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted a Climate Change Action Plan (CCAP) in 2008, and issued guidance for development project compliance with the plan in 2009. The CCAP approach relies on the use of Best Management Practices (BMPs) to reduce GHG emissions and avoid significant climate change effects. With the CCAP approach, projects implementing BMPs are determined to have a less than significant effect on global climate change. For projects not implementing BMPs, the project would need to demonstrate the incorporation of features or mitigation measures that would result in a 29% reduction in GHG emissions from 2020 "business-as-usual" conditions in order to reduce potential climate change effects to a less than significant level.

The CAP incorporates a GHG reduction strategy for new development strategy that is consistent with that described in the CCAP. The CAP describes a Development Review Process (DRP) through which development project documents incorporation of the measures that would produce a 29% reduction in what would otherwise be 2020 business-as-usual GHG emissions. The majority of these reductions are generated from State regulatory programs and local programs that are producing or will produce GHG emission reductions that would help to reduce total emissions associated with the project by approximately 25%, or about 86%, of the required 29% emission reduction. Development must identify the BMPs that would provide the additional 4% reduction in GHG emissions. Potentially-applicable BMPs with quantified GHG emission reduction potential are described in detail in the CAP; numerous BMPs that are potentially applicable to the project are discussed in the Environmental Impacts and Mitigation Measures section, following.

The CAP describes additional "Supporting BMPs that will contribute to GHG emission reduction, but potential emission reductions are not quantified. The CAP also describes a non-mandatory Climate Impact Study that can be used to document GHG emission reductions; projects may also use equivalent analysis to document GHG emission reductions. The CAP also includes substantial background information on global climate change and GHG emission reduction, including an extensive discussion of applicable regulatory requirements.

Discussion

a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Less than Significant. The proposed project will involve GHG emissions associated with the use of construction equipment, which will be short term. Operation of the project will involve no long-term increase in GHG emission. The project will likely result in a decrease in emissions associated with travel to and through the downtown area, given the roadway improvements. The construction of the bicycle and pedestrian friendly features will encourage alternative modes of transportation and reduce the number of vehicles on the roadway. Planned aesthetic improvements to the streetscape are intended to facilitate development and redevelopment of the adjacent commercial properties over time. Each of these effects will involve marginal but potentially considerable contributions to redevelopment and usage of the existing downtown area. Consequently, the proposed project would not increase long-term traffic levels and there would be no operational impacts associated with greenhouse gas emissions. Impacts are considered less than significant.

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

Less than Significant. Refer to discussion above. The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The impact would be less than significant.

References

City of Stockton. 2014. *Climate Action Plan*. August. Available: http://www.stocktongov.com/government/boardcom/clim.html. Accessed: September 11, 2016.

San Joaquin Valley Air Pollution Control District. 2008. Climate Change Action Plan. Available: http://www.valleyair.org/Programs/CCAP/CCAP_idx.htm. Accessed: September 11, 2016.

Hazards and Hazardous Materials

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9.	**HAZARDS AND HAZARDOUS MATERIALS — Would the project:**				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Environmental Setting

Hazardous Materials

Hazardous materials are defined by the California Code of Regulations as substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties.

- Ignitable – able to cause burns
- Toxic – causes human health effects
- Corrosive – causes severe burns or damage to materials
- Reactive – causes explosions or generates toxic gases

The San Joaquin County Department of Environmental Health 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 materials incidents. Hazardous waste programs are governed by the San Joaquin County Hazardous Materials Management Plan and the San Joaquin County Integrated Waste Management Plan. These plans include forecasts for the generation of hazardous waste and provide policies for the management of this waste in San Joaquin County. The primary focus of both plans is to reduce the amount of hazardous waste generated in the County and to safely reuse, recycle, or store any waste that is generated.

To determine the potential presence of hazards in the project area, a hazards data base report was obtained and an Initial Site Assessment (ISA) was prepared (ESA 2016c). The ISA identifies Recognized Environmental Conditions (RECs) for the project site that may adversely affect roadway construction. The ISA was conducted in general conformance with the scope and limitations of the American Society for Testing and Materials (ASTM) Practice E 1527-13.

A REC is defined by ASTM Practice E 1527-13 as: "The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment." The project site consists of the East Miner Avenue roadway and does not appear on any of the searched database lists for RECs. However, eleven sites located on Miner Avenue immediately adjacent to the avenue are or have been under investigation for the release of chemicals to soil. In addition, numerous previous properties along East Miner Avenue used hazardous materials. The construction that would occur for this project has the potential to encounter residual chemicals in soil from these sites. Some of the sites are undergoing active investigation or remediation, and residual contamination may extend into the proposed construction area. Some of the cases are closed but residual levels of contamination may still be present at concentrations below action levels.

Former Gas Station at Cancun Restaurant Site, is located at 135 East Miner Avenue and is an active former gasoline site currently under investigation (AGE, 2015). One underground storage tank (UST) was removed from beneath the sidewalk on North Hunter Street near the corner of East Miner Avenue and North Hunter Street. An in-situ chemical oxidation (a treatment method) pilot study was conducted in 2013-2014. The depth to groundwater ranged from 17.47 to 23.00 feet between 2010 and 2015 and flows to the northeast. The photographs below show the street corner and the sidewalk along North Hunter Street where the UST was removed. Note the two monitoring wells in the North Hunter Street sidewalk. The UST was located in between the two wells.

Photo 1: Former Gas Station at Cancun Restaurant Site

Photo 2: Former Gas Station at Cancun Restaurant Site

Bevanda Properties (vacant building) is located at 221-225 East Miner Avenue and is a contaminated soil case opened in 1988 and closed in 1994 (SWRCB, 1994). The chemical of concern was lead in soil. The GeoTracker website does not provide a case summary or any further documentation other than the case is closed. The EDR report indicates there were two 1,000-gallon USTs at this site and an unspecified oil waste. Case closure indicates that the regulatory agency concluded that the concentrations of lead in soil were below action levels and did not warrant any further action. The site is shown in the photograph below. Note: The Sanborn maps show an auto sales and service shop in 1950 and a television studio in 1972 at this location.

Photo 3: Bevanda Properties

Former Jack Renney Buick is located at 415 East Miner Avenue and is a UST closure site closed in 1996 (SWRCB, 1996a). The GeoTracker website does not provide a case summary or any further documentation beyond that the site released "other solvent or non-petroleum hydrocarbons" to soil. The EDR report provided no additional information. Case closure indicates that the regulatory agency concluded that the concentrations of chemicals in soil were below action levels and did not warrant any further action. The site is shown in the photographs below.

Photo 4: Former Jack Renney Buick

Photo 5: Former Jack Renney Buick

Sutter Office Center is located at 242 Sutter Street and is a former fuel and waste oil UST case closed in 2016 (Arcadis 2012; CVRWQCB, 2016). However, the actual UST site is located on the southeast corner of California Street and East Miner Avenue in the parking lot for the office building. The location is the site of a former Chevron facility with at least two generations of USTs documented and later removed from the site. Site investigation activities were initiated by the current property owner, Sutter Office Center, in May 2000. Soil and groundwater samples were collected for analysis and confirmed there were petroleum hydrocarbons in the subsurface soil and groundwater. Chevron was named a responsible party and took over the site investigation in 2006 and remediated the site. Case closure indicates that the regulatory agency concluded that the concentrations of chemicals in soil were below action levels and did not warrant any further action. The photographs below show southwest views of the site with the Sutter Office building to the right. The first photograph is from the corner of Miner Avenue and California Street; four possible USTs and one certain dispenser island were previously located close to this street corner. The second photograph shows the locations of the foundations of the former building, and other USTs and dispenser islands located further back on the property away from the street corner.

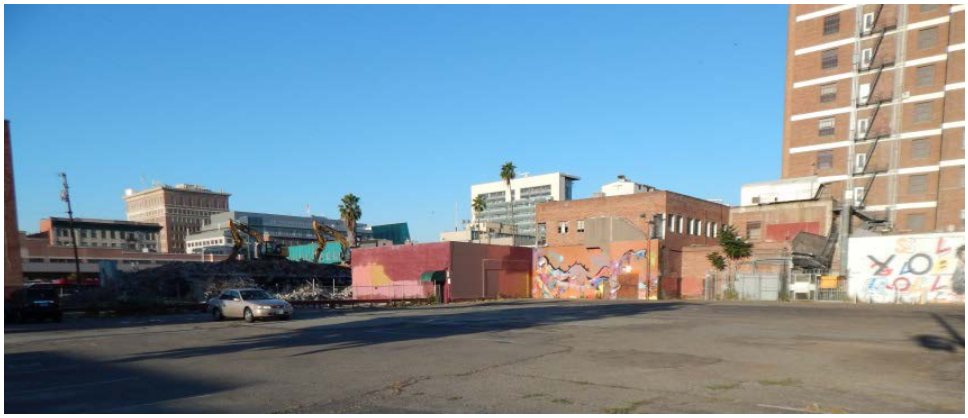


Photo 6: Sutter Office Center

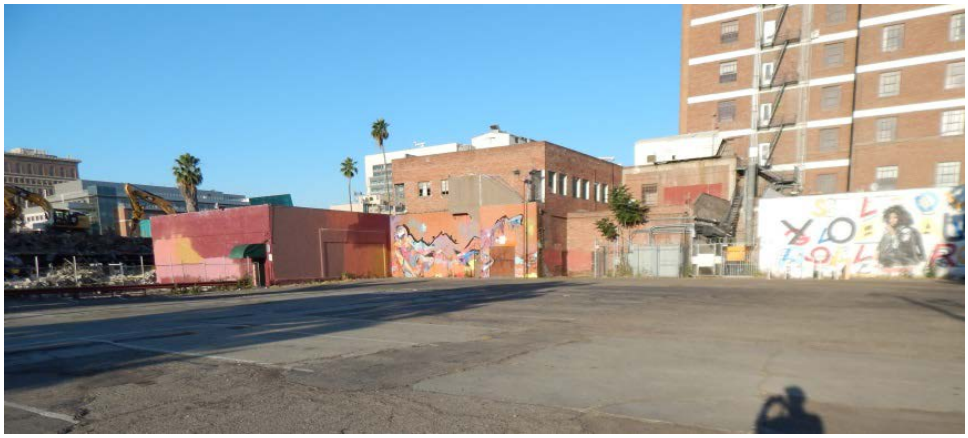


Photo 7: Sutter Office Center

Former Unocal #0187 is located at 437 East Miner Avenue (vacant lot) and is an active gasoline site that is eligible for closure (CVRWQCB, 2013b). Two groups of USTs have been removed from the site with one group formerly located close to the northwest corner of Miner Avenue and California Street. Soil at the site has been excavated, and remediation was conducted consisting of soil vapor extraction and ozone treatment (Arcadis, 2013). The site case is eligible for closure pending the destruction of wells. The pending case closure indicates that the regulatory agency concluded that the concentrations of chemicals in soil were below action levels and did not warrant any further action beyond destruction of the wells associated with the investigation and cleanup. The photograph below shows the westward view along the Miner Avenue side of the site. The USTs were located in the area in the foreground.

Photo 8: Former Unocal #0187

Chets Auto Repair is located at 545 East Miner Avenue and is a closed waste oil UST site (SWRCB 2011). Three USTs and soil were removed in 2000, and soil and groundwater were investigated, but further remediation was not required because the site was not considered a threat. A No Further Action letter was issued in 2011 (SJCEHD, 2011). Case closure indicates that the regulatory agency concluded that the concentrations of chemicals in soil were below action levels and did not warrant any further action. The photograph below is a view to the north. The USTs were located along the west (left) side of the site.

Photo 9: Chets Auto Repair

Former Vintage Car Wash is located at 601 East Miner Avenue (vacant lot) and is a gasoline UST case closed in 2013. Three USTs were removed, the site investigated, and soil vapor extraction and ozone treatment was conducted (Geocon, 2012). A No Further Action letter was issued on May 20, 2013 (CVRWQCB, 2013a). Case closure indicates that the regulatory agency concluded that the concentrations of chemicals in soil were below action levels and did not warrant any further action. The photograph below is to the north. The USTs were located along the right (east) side of the photograph and about 220 feet north of the sidewalk.

Photo 10: Former Vintage Car Wash

Former Valley Volkswagen, Inc., is located at 647 East Miner Avenue and is a gasoline UST closure case that was closed in 2003 (SJCEHD, 2003). No site history was available on the GeoTracker website or from the EDR report. Case closure indicates that the regulatory agency concluded that the concentrations of chemicals in soil were below action levels and did not warrant any further action. The USTs were formerly located in the sidewalk along Miner Avenue. Residual levels of fuel components may be present in soil beneath the sidewalk and the adjacent street area. The photograph below is to the north showing the site. The regulatory files did not include a map showing where in the sidewalk the UST was located.

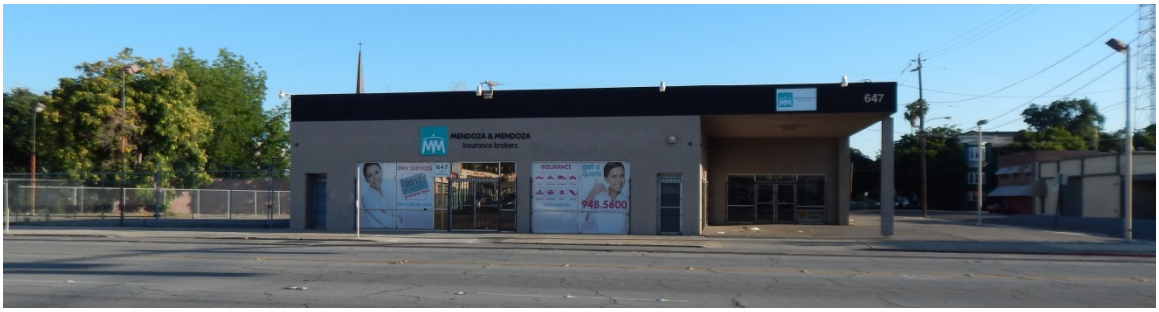


Photo 11: Former Valley Volkswagen, Inc.

The photographs below show the paved area along the west (left) and east (right) sides of the building, respectively.

Photo 12: Former Valley Volkswagen, Inc.

Photo 13: Former Valley Volkswagen, Inc.

Former Beauty Supply is located at 731 East Miner Avenue and is a gasoline UST closure case closed in 2000 (SWRCB, 2000). No site history or UST location information was available from the GeoTracker website. The EDR report identified one 500-gallon UST and one 1,000-gallon UST at the site but no current status. Case closure indicates that the regulatory agency concluded that the concentrations of chemicals in soil were below action levels and did not warrant any further action. The photograph below shows the current building occupied by a vehicle repair facility.

Photo 14: Former Beauty Supply

Larry's Auto Repair is located at 308 North Grant Street and is an active gasoline UST case undergoing remediation (AGE, 2016). Four USTs were removed, the site investigated, and the site is being treated using soil vapor extraction and air sparging. Gasoline in groundwater extends from beneath the site to beneath East Miner Avenue. The depth to groundwater along the sidewalk area in January 2016 ranged from 32.38 to 32.98 feet below ground. The photograph below shows the site with the treatment system located on the sidewalk in front of the building. Two USTs were removed from the sidewalk area to the immediate east (right) of the treatment system. Two more USTs were removed from the back area of the parking lot located to the immediate west (left) of the building and about 100 feet from the sidewalk.

Photo 15: Larry's Auto Repair

The photograph below shows the treatment system on the sidewalk in front of the building and along Miner Avenue. The USTs were previously located beneath the three wells closest to the treatment system.

Photo 16: Larry's Auto Repair

Former De Rollo Mazda is located at 835 East Miner Avenue and is a gasoline UST case closed in 1996 (SWRCB, 1996b). No site history or map showing the former UST location was available from the GeoTracker website. (Note: The EDR report incorrectly cites the site history for the Larry's Auto site.) Case closure indicates that the regulatory agency concluded that the concentrations of chemicals in soil were below action levels and did not warrant any further action. The photograph below shows the site is currently a boxing club.

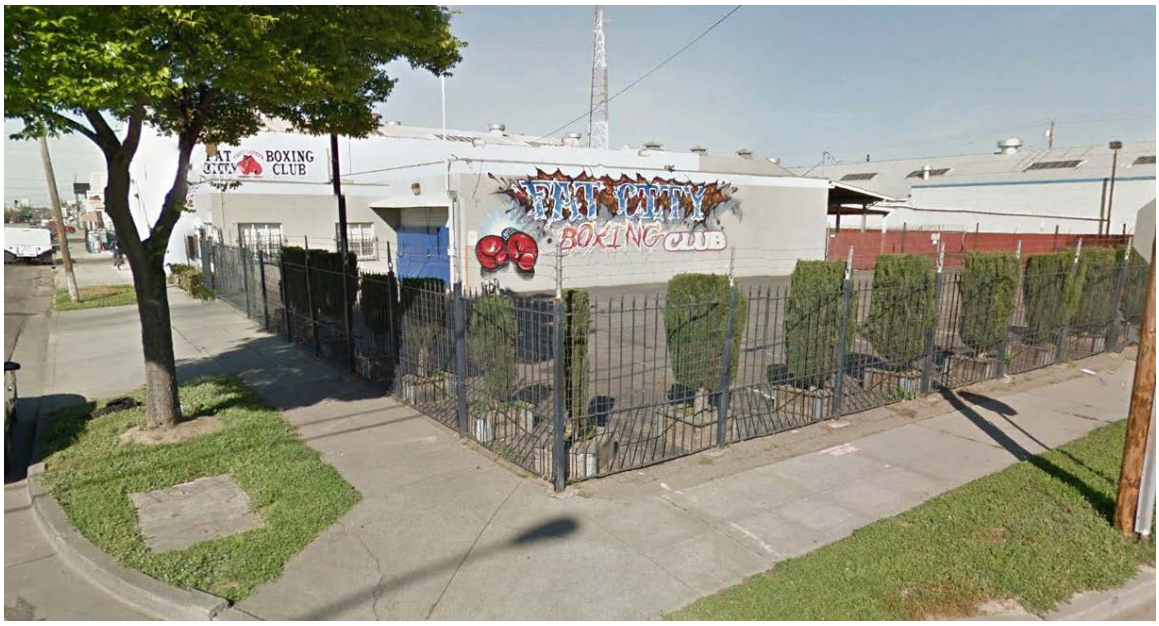


Photo 17: Former De Rollo Mazda

Traffic Strips and Pavement Markings – As observed during the site reconnaissance and in the photographs above, the street has traffic strips and pavement markings. These materials may contain lead in the paint and the removal of the plastic markers may leave a thermoplastic residue. However, the contractor removing the street materials would be required to comply with Caltrans 2015 Standard Specification 14-11.12 that provides procedures for managing the removal of traffic stripes and pavement markings. As a required and typical construction waste issue, this is not considered a REC.

The eleven identified sites, along with other historical commercial and industrial uses, are collectively considered a REC that will need to be managed during construction because construction workers may encounter residual contamination in excavated soil.

A topographic map from 1913 show the City largely built out in its current configuration for the downtown area, including Miner Avenue. Historical aerial photographs from 1937 show the City largely built out in its current configuration with Miner Avenue completely developed, including the underpass below the UPRR.

The 1895 Sanborn map shows dwellings at most of the properties, while the 1917 Sanborn map shows fewer dwellings and more commercial uses along Miner Avenue. The 1950 Sanborn map shows similar commercial land uses but no dwellings.

In response to the Oakland Hills fire in 1991 and the passage of AB 337 Bates Bill, the state mapped areas considered Very High Fire Hazard Severity Zones (VHFHSZ). The California Department of Forestry and Fire Protection (CalFire) identified VHFHSZs through a ranking process based on fuels, topography, dwelling density, and weather. The project site is located outside of the VHFHSZ. In fact, no VHFHSZs are located within San Joaquin County (CalFire 2008).

Discussion

a) ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Less than Significant. Implementation of the project would not lead to the direct, long-term use or disposal of any hazardous materials. Construction of the proposed project would potentially require the use of various types and quantities of hazardous materials. Construction activities would involve the use of petroleum-based fuels for maintenance and construction equipment, which would be transported to the site periodically by vehicle and would be present at the site for short periods of time. None of these materials would be permanently stored on site. Furthermore, all hazardous materials used for the construction of the proposed roadway improvements would be used, stored, and transported according to applicable federal, state, and university requirements. While typical road rehabilitation activities (including paint application and recycling, etc.) would include the use of a variety of hazardous materials, the construction contractor is obligated to store and handle these materials (and associated wastes) in compliance with all Federal, State, and local regulations, as well as in adherence to Occupational Safety and Health Administration (OSHA) worker safety standards, which includes worker training related to onsite personal safety, hazardous materials storage and handling procedures (including container labeling, completion of material safety data sheets, employee training, and emergency response procedures). Additionally, the construction contractor would be responsible for developing and implementing a Storm Water Pollution Prevention Plan (SWPPP) (see Hydrology and Water Quality, below). Therefore, impacts associated with the transport, use, or disposal of hazardous materials, the release of hazardous materials into the environment would be less than significant.

b) ***Would the project 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?***

Less than Significant with Mitigation. Implementation of the project is not expected to 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. As mentioned under Item “a” above, construction-related

hazardous materials that could be used and transported include fuel, solvents, paints, oils, grease, and caulking. It is possible that any of these substances could be released during construction activities. However, compliance with federal, state, and local regulations, in combination with construction BMPs implemented from a SWPPP (as required by the Construction General Permit), would ensure that all hazardous materials are used, stored, and disposed properly, which would minimize potential impacts related to a hazardous materials release during the construction phase of the project. No hazardous materials are expected to be used or stored on site during the operational phase of the project.

However, construction along Miner Avenue could disrupt hazardous materials at the sites identified as a REC in the ISA. This REC is the combination of eleven current or recent hazardous materials cleanup sites immediately adjacent to the project site. Implementation of **Mitigation Measures HAZ-1 "Safe Removal and Proper Disposal of Materials Contaminated by Lead"** and **Mitigation Measure HAZ-2 "Contamination of Soil and/or Groundwater"** would be required to ensure there would not be 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 and reduce the impact to a less-than-significant level.

c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Less than Significant with Mitigation. Stockton Collegiate International Schools, primary and secondary charter schools, are located 0.2 miles south from the project site. As discussed under Item "a", project construction would involve hazardous materials typical of a construction project, it is expected that the project would be constructed in compliance with Federal, State, and local regulations. Additionally, any potential construction-related hazardous releases or emissions would be from commonly used materials such as fossil fuels, solvents, and paints and would not include substances listed in 40 CFR 355 "Extremely Hazardous Substances and Their Threshold Planning Quantities". Any such spills would be localized, immediately contained and cleaned, and have a less than significant effect land uses 0.25 miles away, including Stockton Collegiate International Schools. As discussed under Item "b" above, project construction could result in excavation of soils and release of hazardous materials from the REC. Although this is the case, with implementation of Mitigation Measures HAZ-1 and HAZ-2, impacts would be less than significant.

d) ***Would the project 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?***

Less than Significant with Mitigation. Information about hazardous materials on the project site was collected by conducting a review of the California Environmental Protection Agency (Cal EPA) Cortese List Data Resources (Cortese List). The Cortese List is a reporting document used by the state, local agencies, and developers to comply with

CEQA requirements in providing information about the location of hazardous materials release sites. The Cortese List includes federal superfund sites, state response sites, non-operating hazardous waste sites, voluntary cleanup sites, and school cleanup sites. As described under Environmental Setting, the project is adjacent to eleven sites that make up a REC identified in the ISA. As discussed under Item "b" above, excavation activities in this area could release hazardous materials into the environment. With implementation of Mitigation Measures HAZ-1 and HAZ-2, this impact would be less than significant.

Once constructed, operation of the project is not expected to create a significant hazard to the public or the environment by being included on list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project consists of an existing roadway and adjacent sidewalks, and as such does not store or handle hazardous materials during normal project operations. Therefore, the project is not located on a site included in lists of hazardous materials sites pursuant to Government Code Section 65962.5.

e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. The nearest airport to the project site is the Stockton Metropolitan Airport, located over 5 miles to the southeast of the project. The project site is not located within the Airport Influence Area, as depicted in the Airport Land Use Compatibility Plan (San Joaquin County 2016). The project would not result in any safety hazards for people residing or working in the project area; there is no impact.

f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. The Project is not located within the vicinity of a private airstrip. Therefore, the Project would have no impact on public safety related to safety hazards from a private airstrip.

g) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less than Significant. The project would not impair the implementation of or physically interfere with an adopted emergency response plan. The project would not require the temporary or permanent closure of any streets, roads, or highways in the area. Construction haul routes would be limited to key collector roads and the project is not anticipated to result in any substantial traffic queueing. Moreover, the project does not include any features that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity. Therefore, this impact is considered less than significant.

h) ***Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

No Impact. The project is located in an urbanized area in downtown Stockton. As described above, the project site is located outside of the VHFHSZ. Furthermore, the area immediately surrounding the project area is completely developed and is not intermixed with wildlands. No impact would occur.

Mitigation Measures

Mitigation Measure HAZ-1: Safe Removal and Proper Disposal of Materials Contaminated by Lead. The City shall ensure, through the enforcement of contractual obligations, that work plans address procedures for the safe removal and proper disposal of materials contaminated with asbestos. Any identified lead-based paint must be removed and disposed of in the proper waste facility. The demolition of the structures shall comply with the U.S. EPA National Emissions Standards for Hazardous Air Pollutants (NESHAP) and the SJVAPCD rules and regulations regarding lead.

Mitigation Measure HAZ-2: Contamination of Soil and/or Groundwater. During construction activities for the proposed project, if contaminated soil and/or groundwater are encountered or suspected contamination is encountered, work should be stopped in the suspected area of contamination and the type and extent of the contamination be identified. If necessary, a remediation plan shall be implemented in conjunction with continued construction of the proposed project.

References

Department of Forestry and Fire Protection (CalFire). 2008. San Joaquin County FHSZ Map. June. Available: http://www.fire.ca.gov/fire_prevention/fhsz_maps_sanjoaquin. Accessed: September 7, 2016.

Environmental Science Associates (ESA). 2016c. Initial Site Assessment. Tbd

San Joaquin County. 2016. *Airport Land Use Compatibility Plan Update*. May. Available: http://www.sjcog.org/DocumentCenter/View/1318. Accessed: September 8, 2016.

Hydrology and Water Quality

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10.	**HYDROLOGY AND WATER QUALITY — Would the project:**				
a)	Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Setting

Groundwater and Drainage

The project is located in the Eastern San Joaquin Sub-basin within the San Joaquin Valley Groundwater Basin. The climate in this basin consists of hot and dry summers and cool, moist winters. Average rainfall ranges from 11 to 15 inches. Runoff flows into storm drains that ultimately discharge into local rivers, creeks, and sloughs. Most rivers and streams drain in the basin drain into the San Joaquin River, which flows northwestward into the Sacramento-San Joaquin Delta and the San Francisco Bay estuary.

Aquifers in the basin consist of interlayered areas of gravel, sand, silt, and clay deposited by rivers draining east from the Sierra Nevada and from Coast Ranges to the west (USGS 2010). The public-supply wells are monitored by the California Department of Public Health (CDPH) and are typically completed in the primary aquifers to depths of 250-500 feet below land surface (bls).

Recharge to the groundwater flow system primarily is from percolation of irrigation return water, precipitation, seepage from reservoirs and rivers, and urban runoff. The primary sources of groundwater discharge are pumping for irrigation and municipal water supply, evaporation from areas with a shallow depth to water, and discharge to streams. According to San Joaquin County's Spring 2015 Groundwater Report, groundwater in the project area is located in the range of approximately 20-30 feet below ground surface (San Joaquin County 2015).

There are no existing surface water resources in or adjacent to the project site. The existing project site contains approximately 403,000 square feet (sf), 99 percent, of impervious area from a total site area of approximately 407,000 sf.

The Calaveras River is located approximately three miles north of the project site. The Calaveras River levee is maintained by the San Joaquin County Flood Control and Water Conservation District and was constructed to 100-year flood protection standards by the U.S. Army Corp of Engineers.

McLeod Lake is located west of the western terminus of the project site, across N. Center Street and Weber Point. McLeod Lake is located at the eastern terminus of the Stockton Deep Water Ship Channel (DWSC), which leads to the Port of Stockton and ultimately to the San Joaquin River.

Water Quality

The State Water Resources Control Board (State Water Board) regulates the discharge of stormwater through the National Pollutant Discharge Elimination System (NPDES) permit program. Stormwater runoff from construction sites disturbing one acre or more must be covered under the State's General Construction Activity Stormwater Permit (Order No. R5-2016-0040, NPDES No. CAS0085324) (Construction General Permit), which requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is to identify potential pollution sources, needed Best Management Practices (BMPs), and maintenance and monitoring activities needed to prevent exceedance of applicable water quality standards. In addition to the SWPPP, the project would be required to file a Notice of Intent (NOI) with the State Water Board, obtain a Waste Discharger's Identification Number (WDID) and submit the WDID to the Stockton Municipal Utilities District prior to the issuance of a Grading Permit or plan approval. The SWPPP is required to be available on the construction site. Project construction plans must also include erosion control measures. Post-construction elements of the SWMP are governed by City ordinances that require compliance with the City's adopted Storm Water Quality Control Criteria Plan (SWQCCP) (City of Stockton and County of San Joaquin, 2009).

The NPDES permit also required that the affected jurisdictions to adopt and implement a Storm Water Management Program (SWMP). The City's SWMP addresses the storm water quality effects of development, including construction and post-construction activity. The SWMP consists of a variety of programs, including controls on illicit discharges, public education, controls on City operations, and water quality monitoring. Program elements most applicable to land development include construction storm water discharge requirements, industrial discharge requirements and the requirement that post-construction BMPs be incorporated into new development. Construction BMPs include provisions for erosion control, including limitations on disturbance and temporary soil stabilization through the use of mulch, seeding, soil stabilizers, and fiber rolls and blankets. BMPs may also include filtration devices, silt fences, straw bale barriers and sediment traps or basins.

The City's Stormwater Program also requires specific control measures for post-construction runoff from redeveloped areas. The 2009 SWQCCP (City of Stockton and County of San Joaquin, 2009) provides post-construction requirements involving two aspects that must be met, volume reduction and stormwater treatment.

The Central Valley Water Board is the state agency with primary responsibility for designating the beneficial uses of the San Francisco Bay Delta watershed and setting the water quality objectives required to ensure that those uses are protected. In addition, the State Water Board identifies waters failing to meet standards for specific pollutants, which are then state-listed in accordance with CWA Section 303(d). Calaveras River and the Stockton DWSC are both on the CWA Section 303(d) list of impaired water bodies (State Water Board 2010). The Calaveras River is identified as a 2010 303(d)-listed impaired waterbody for Chlorpyrifos, Diazinon, Mercury, Organic Enrichment/Low Dissolved Oxygen, and Pathogens. The Stockton DWSC is identified as a 2010 303(d)-listed impaired body for Chlorpyrifos, Dichloridiphenyltric hloroethane (DDT), Diazinon, Dioxin, Furan Compounds, Group A Pesticides, Invasive Species, Mercury, Organic Enrichment/Low Dissolved Oxygen, Pathogens, Polychlorinated biphenyls (PCBs), and other unknown toxicities.

The project is located within the San Joaquin County Flood Control and Water Conservation District, which is regulated by the City of Stockton and County of San Joaquin Stormwater NPDES Permit No. CAS083470 (Order R5-2007-0173) (Stockton MS4 Permit) with the Central Valley Water Board, most recently issued on December 13, 2007. This permit helps provide consistency with adopted total maximum daily loads (TMDLs) and how other identified pollutants of concern are addressed. This permit requires that discharges shall not cause exceedances of water quality objectives nor shall they cause certain conditions to occur that create a condition of nuisance or water quality impairment in receiving waters.

Flooding, Sea Level Rise, Seiche, and Tsunamis

The Federal Emergency Management Agency (FEMA) is responsible for determining flood elevations and floodplain boundaries. FEMA maps identify the locations of special flood hazard areas, including the 100-year floodplain. The project site is not located within a FEMA 100-year flood zone (FEMA 2009). However, the City has a flood risk is due to water surface elevations in

the San Joaquin River and in Delta channels (City of Stockton 2007). Policy HS-6.7 Roadway System of the General Plan states that

> The City shall require that roadway systems for areas protected from flooding by levees be designed to provide multiple escape routes for residents in the event of a levee failure.

The Pacific Institute has developed a map and corresponding report detailing the expected impacts of sea level rise on the California coast. According to the map released in 2009, the project site is outside of the sea level rise hazard zone (Pacific Institute 2009).

Seiches are waves generated in an enclosed body of water, such as the San Francisco Bay, from seismic activity. Seiches are related to tsunamis for enclosed bays, inlets, and lakes. These tsunami-like waves can be generated by earthquakes, subsidence or uplift of large blocks of land, submarine and onshore landslides, sediment failures and volcanic eruptions. The strong currents associated with these events may be more damaging than inundation by waves. The project is not located in an area determined to be at risk of seiches or tsunamis as there are no lakes or other large bodies of water nearby that are susceptible to this risk.

Discussion

a) ***Would the project violate any water quality standards or waste discharge requirements?***

Less than Significant with Mitigation. Project construction activities, such as site grading and stockpiling, could temporarily affect water quality by introducing sediments, turbidity, and pollutants associated with sediments into storm drains or other water bodies. Construction-related activities that expose and move soils are primarily responsible for sediment releases. Non-sediment potential contaminants that could enter water runoff from the construction site include oil, gasoline, petroleum products, and trash.

The project is expected to disturb approximately 4.4 acres of land, and, therefore, would be required to obtain a NPDES Construction General Permit and to prepare and implement a SWPPP, in accordance with the General Construction Permit. The SWPPP will include BMPs to protect stormwater runoff and monitor BMP effectiveness. At a minimum, BMPs will include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP would specify properly-designed centralized storage areas that keep these materials out of the rain. Compliance with the required City measures, as described above, would reduce the project's impacts on water quality to a level that is less than significant.

Once constructed and operating, the project area would have a decrease in impervious surfaces from existing conditions. As such, implementation of the project has the potential to ultimately result in a net benefit to stormwater quality and quality standards or waste discharge standards. Therefore, with implementation of **Mitigation Measure HWQ-1 "Implement Water Quality Best Management Practices (BMPs)"** during

construction, the project would have a less than significant impact on water quality standards or waste discharge requirements.

b) ***Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

Less than Significant. The maximum excavation anticipated to be required for the project is 10 feet. With groundwater found between 20 and 30 feet below ground surface, it is unlikely that the project would reach groundwater level and dewatering is not anticipated.

The project site is not actively used for groundwater recharge. The project would ultimately result in slightly less impervious surface area from existing conditions, which would promote groundwater infiltration. The ability for groundwater infiltration within the project area would be similar to if not the same as existing conditions. Implementation of the project would not utilize or deplete local groundwater supplies.

Therefore, the project would not contribute to depletion of groundwater supply during project construction or operation resulting in a net deficit in aquifer volume or a lowering of the local groundwater table, and this impact is less than significant.

c) ***Would the project substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?***

Less than Significant. There are no surface water features, such as streams or rivers, within the immediate project area or vicinity. Construction and operation of the project would have the potential to alter drainage patterns through temporary and permanent changes to the topography and hydrology through minor modifications to storm drainage flow. However, as discussed above, construction-related impacts would be minimized with implementation of erosion control measures under a Construction General Permit SWPPP. Upon completion of the project, as a result of increased pervious surface area and implementation of stormwater quality measures as prescribed in the Central Valley MS4 Permit, project implementation would slightly reduce total discharge from the site. Therefore, the project would result in less-than significant impacts related to offsite erosion and siltation.

d) ***Would the project substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?***

Less than Significant. As discussed above, the project would result in a net decrease in impervious surface due to inclusion of new landscaping. The project would not alter the course of a stream or river, nor would it result in significant flooding on- or offsite.

Therefore, with compliance with the Central Valley MS4 Permit, the impact would be less than significant.

e) ***Would the project 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?***

Less than Significant. As discussed above, as a result of increased pervious surface area and implementation of stormwater quality measures as prescribed by the Central Valley MS4 Permit, project implementation would slightly reduce total discharge from the site. Therefore, the project would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems. Additionally, with the implementation of erosion control measures described above, the project would not provide substantial additional sources of polluted runoff. The project would result in less than significant impacts related to runoff.

f) ***Would the project otherwise substantially degrade water quality?***

Less than Significant. The project would not have substantial water quality impacts other than those described above. The project would result in less-than-significant impacts regarding the degradation of water quality.

g) ***Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

No Impact. The project is not located in a FEMA 100-year flood hazard zone; therefore, the project area is not subject to 100-year flood hazards. Additionally, the project does not involve the construction of housing. As such, the project would have no impact with regard to the placement of housing in a 100-year flood zone.

h) ***Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?***

No Impact. As described above, the project is not located within a designated 100-year flood hazard zone. Therefore, implementation of the project would not place a new structure within the 100-year flood zone that could impede or redirect flows. The proposed project is not subject to the Senate Bill (SB) 5, since it does not fall into a project category that requires SB 5 findings. Although this project requires a discretionary consideration, this project would not result in new building construction or an increase in allowed building occupancy. No impact would occur.

i) ***Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

Less than Significant. According to the San Joaquin County Flood Zone Viewer (San Joaquin County 2016), the project is located in area identified as X (Levee), which is an area protected by levees from the one percent annual chance (100-year) flood. The

project does not propose any habitable structures on site and, although the new facilities are expected to increase bicycle and pedestrian traffic along Miner Avenue, it is not expected to substantially increase overall people within the project area. Thus, the possibility of exposing people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam is highly unlikely. This impact would be less than significant.

j) ***Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?***

No Impact. The project site is not located near any tidally influenced water bodies nor is it near any large bodies of water that could be affected by a tsunami or seiche. Additionally, the project site is flat and the lack of water bodies nearby limits the possibility of a mudflow hazard to the project site. Therefore, there would be no impact.

Mitigation Measures

Mitigation Measure HWQ-1: Implement Water Quality Best Management Practices (BMPs). The City would ensure that the project contractor comply with the requirements of a NPDES permit from the Regional Water Quality Control Board (RWQCB), Central Valley Region. As part of the permit, the contractor would be required to prepare and implement a SWPPP into their construction plans, prior to initiating construction activities, identifying BMPs to be used to avoid or minimize any adverse effects before and during construction to surface waters. The SWQCCP identifies BMPs after construction. The following BMPs would be incorporated into the project as part of the construction specifications:

- Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles.
- Properly dispose of oil or other liquids.
- Fuel and maintain vehicles in a specified area that is designed to capture spills.
- Fuels and hazardous materials would not be stored on site.
- Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
- Schedule construction to avoid the rainy season as much as possible.
- Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event.
- Train construction workers in storm water pollution prevention practices.
- Re-vegetate disturbed areas in a timely manner to control erosion.

References

City of Stockton and County of San Joaquin. 2009. Final Stormwater Quality Control Criteria Plan. March. Available: http://www.stocktongov.com/files/sw_swqccp.pdf. Accessed: November 11, 2016.

Federal Emergency Management Agency (FEMA). 2009. FEMA Flood Map. October. Available: https://msc.fema.gov/portal/search. Accessed: September 11, 2016.

Pacific Institute. 2009. Impacts of Sea Level Rise on the California Coast. March. Available: http://www2.pacinst.org/reports/sea_level_rise/gmap.html. Accessed: September 11, 2016.

San Joaquin County. 2016. Flood Zone Viewer. Available: http://www.sjmap.org/floodzoneviewer/Viewer.asp. Accessed: September 12, 2016.

San Joaquin County. 2015. Groundwater Report, Spring 2015. Available: http://www.sjwater.org/Documents/Groundwater%20Reports/Groundwater%20Report-Spring%202015.pdf. Accessed: September 11, 2016.

State Water Board. 2010. 2010 Integrated Report. Available: http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml. Accessed: September 11, 2016.

United States Geological Survey. 2010. *Groundwater Quality in the Northern San Joaquin Valley, California*. September. Available: http://pubs.usgs.gov/fs/2010/3079/. Accessed: September 11, 2016.

Land Use and Land Use Planning

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
11.	**LAND USE AND LAND USE PLANNING — Would the project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

Environmental Setting

The proposed project is located in an urban development area in downtown Stockton. To the west of the project area is Weber Point. Adjacent land uses north and south of Miner Avenue include commercial uses, such as restaurants, banks, and automobile dealerships and shops. The eastern portion of the project is bordered by the UPRR and the continuation of Miner Avenue. The majority of the project area is within an area designated for commercial use by the City's General Plan Land Use Designation Map (City of Stockton 2007, updated 2016[4]) and the eastern portion is designated for industrial use. The proposed project would involve work only within existing City ROW and would help revitalize the corridor within the above land uses.

The City has chosen to opt-in to the SJMSCP and retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

Discussion

a) ***Would the project physically divide an established community?***

No Impact. The proposed project is within the City's existing ROW. The proposed project would include the addition of bicycle and pedestrian facilities, as well as landscaping improvements, which would improve community continuity. Additionally, there would be no barriers to movements installed. The project would not physically divide an existing community; therefore, no impact would occur.

[4] The City's General Plan Land Use Designation Map was updated in 2016, but, as of the time of production of this document, the revised map has not been approved by the Planning Commission or City Council.

b) ***Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?***

No Impact. The proposed project would not conflict with any applicable land use plan, policy, or regulations because the project would not require ROW acquisition from the surrounding parcels. Additionally, the project is consistent with the 2012 Miner Avenue Streetscape Plan, as funded by Caltrans. The plan develops a comprehensive design for the corridor which will establish Miner Avenue as a "complete street" that emphasizes and promotes pedestrian, bicycle, and other multi-model forms of transportation. Therefore, no impact will occur.

c) ***Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***

Less than Significant. The project is located within the SJMSCP in an area designated to be exempt from fee payment. As discussed above, the City has chosen to opt-in to the SJMSCP and retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. The project is, therefore, consistent with the SJMSCP designation and the impact would be less than significant.

References

City of Stockton. 2007. 2035 General Plan Land Use/Circulation Diagram. December. Updated August 2016. Available: www.stocktongov.com/generalplan. Accessed: September 9, 2016.

City of Stockton. 2012. *Miner Avenue Streetscape Plan*. March. Available: http://www.dot.ca.gov/hq/tpp/offices/ocp/dist10/fy09-10/MinerAveStreetscapePlan.pdf. Accessed: August 26, 2016.

Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
12. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Setting

The project is located in a developed area of downtown Stockton. There are no known mineral resources within the project vicinity. The California Geological Survey indicates that the project area is located in a mineral resource zone boundary designated as MRZ-1, which indicates area where no significant mineral deposits are present, or where it is unlikely that mineral deposits are present (California Geological Survey 2012).

Discussion

a) ***Would the project 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?***

No Impact. There are no mineral resources in the project area that are mapped. There would be no impact.

b) ***Would the project 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?***

No Impact. There are no mineral resources in the project area that are mapped. There would be no impact.

References

California Geological Survey. 2012. Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Stockton-Lodi Production-Consumption Region San Joaquin and Stanislaus Counties, CA. April. Available: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_199/SR_199_Plate1.pdf. Accessed: September 9, 2016.

Noise

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
13.	**NOISE — Would the project result in:**				
a)	Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b)	Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e)	For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f)	For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

Noise is commonly defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a project.

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. The decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity. In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear. A change of 3 dB is barely noticeable. A change of 5 dB is clearly noticeable. A change of 10 dB is perceived as doubling or halving the sound level.

Because the human ear is not equally sensitive to all frequencies in the entire spectrum, noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called *A-weighting*, written as *dBA* and referred to as *A-weighted decibels.* **Table 5** summarizes typical A-weighted sound levels for different noise sources.

Ground vibration is caused by seismic waves radiating along the surface of and downward into the ground. Operation of heavy construction equipment, particularly pile driving equipment and other impact devices such as pavement breakers, create seismic waves that can be felt as ground vibration. Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they cause rock and soil particles to oscillate. The rate or velocity (in inches per second) at which these

particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV). **Table 6** summarizes typical vibration levels generated by construction equipment.

TABLE 5
TYPICAL NOISE LEVELS

Noise Level (dBA)	Outdoor Activity	Indoor Activity
90+	Gas lawn mower at 3 feet, jet flyover at 1,000 feet	Rock Band
80-90	Diesel truck at 50 feet	Food blender at 3 feet
70-80	Gas lawn mower at 100 feet, noisy urban area	Garbage disposal at 3 feet, vacuum cleaner at 10 feet
60-70	Commercial area	Normal speech at 3 feet
40-60	Quiet urban daytime, heavy traffic at 300 feet	Large business office, dishwasher next room
20-40	Quiet rural, suburban nighttime	Concert hall (background), library, bedroom at night
10-20	None	Broadcast / recording studio
0	Lowest threshold of human hearing	Lowest threshold of human hearing

SOURCE: Caltrans, 2013.

TABLE 6
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 Feet	PPV at 50 Feet	PPV at 75 Feet	PPV at 100 Feet	PPV at 175 Feet
Pile driver (sonic/vibratory)	0.734	0.2595	0.1413	0.0918	0.0396
Hoe ram or large bulldozer	0.089	0.0315	0.0171	0.0111	0.0048
Loaded trucks	0.076	0.0269	0.0146	0.0095	0.0041
Jackhammer	0.035	0.0124	0.0067	0.0044	0.0019
Small bulldozer	0.003	0.0011	0.0006	0.0004	0.0002

PPV = peak particle velocity

SOURCE: Federal Transit Administration 2006.

Noise sensitive land uses are land uses where people reside or locations where the presence of unwanted noise could adversely affect the use of the land. Noise sensitive land uses typically include residences, schools, hospitals, and churches. Recreational areas where quiet is an important part of the environment can also be considered sensitive to noise.

Land uses surrounding the proposed project site consist of residential, commercial and industrial land uses. Noise sensitive land uses are typically defined as residences, schools, institutions, places of worship, hospitals, care centers and hotels. The nearest noise-sensitive land uses to the proposed project are single-family residences located within 50 feet of the centerline of Miner Avenue, between North Wilson Way and “A” Street.

The City of Stockton has established noise compatibility standards for various land uses in the Health and Safety (and Noise) Element of the *2035 City of Stockton General Plan* (City of Stockton 2007). The City of Stockton General Plan prohibits the development of new commercial, industrial, or other noise-generating land uses adjacent to existing residential uses, and other sensitive noise receptors such as schools, health care facilities, libraries, and churches if noise levels are expected to exceed 70 dBA Community Noise Equivalent (CNEL) measured at the property line of the noise sensitive land use.

The following standard regarding construction noise is from the City of Stockton Municipal Code Chapter 16, Development Code, Chapter 16.60.030(A) (Activities exempt from noise regulations):

> ***Construction Noise.*** *Operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m., so that the sound creates a noise disturbance across a residential property line, except for emergency work of public service utilities.*

Discussion

a) ***Would the project result in an exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Less than Significant with Mitigation. Construction is expected to begin in June 2017 and be completed within seven to nine months. Approximately 10 personnel are expected to be at the construction site at any given day. Noise at the construction sites will be intermittent and its intensity will vary. The degree of construction noise impacts may vary for different areas of the project site and also vary depending on the construction activities. **Table 7** shows typical noise levels produced by the types of construction equipment that would likely be used during construction of the proposed project.

TABLE 7
CONSTRUCTION NOISE LEVELS

Type of Equipment	L_{max}, dBA	Hourly L_{eq}, dBA/% Use[1]
Backhoe	80	76/40%
Concrete Mixer Truck	85	81/40%
Loader	80	76/40%
Pneumatic Tools	85	82/50%
Air Compressor	80	76/40%
Excavator	85	81/40%

NOTES:
1 Percent used during the given time period (usually an hour – hourly L_{eq}) were obtained from the FHWA Roadway Construction Noise Model User's Guide, (FHWA, 2006).

SOURCE: Federal Highway Administration, 2006. *FHWA Roadway Construction Noise Model*. January 2006.

The single-family residences located adjacent to Miner Avenue, between North Wilson Way and "A" Street, would be located within 50 feet from where onsite construction would occur. Assuming two of the loudest construction equipment operating at the same time and place (e.g., pneumatic tools, concrete mixer truck), the nearest existing single-family residence would be exposed to a noise level of approximately 88 dBA L_{max} during project construction.

Construction noise is regulated by the 2015 Caltrans Standard Specifications Section 14-8.02, "Noise Control," which states the following:

- Control and monitor noise resulting from work activities. Do not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

Since the adoption of the 2015 Caltrans Standards Specifications by Caltrans in December 16, 2015, it has been a mandatory requirement for all projects on the State Highway System. These specifications are not mandatory for local agency projects. However, the 2015 Caltrans Standard Specifications listed above have been adopted by a number of local agencies for their road projects in the past.

Less than significant impacts from construction of the proposed project are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02, applicable local noise standards, and control measures. Construction noise would be short-term and intermittent. Construction operations are anticipated during daylight hours only. **Mitigation Measure N-1 "Implement Construction-Related Noise/Vibration Reduction Measures"** shall be implemented in order to minimize noise and vibration disturbances at sensitive receptors during periods of construction.

The proposed project would not result in lane additions and no substantial alterations in the vertical or horizontal alignment of the roadway. The proposed project would not alter the existing horizontal alignment of the roadway that would half the distance between the existing roadway and the nearest receptor. Therefore, the project would not have any long-term effects on noise levels.

b) ***Would the project result in an exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?***

Less than Significant with Mitigation. As discussed above in Item "a" above, with implementation of Mitigation Measure N-1, the project would have a less than significant impact related to vibration or groundborne noise levels.

c) ***Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

Less than Significant. Project construction would result in a temporary increase in ambient noise levels. As discussed above in Item "a" above, construction noise would be

temporary and there would be no permanent substantial increase in noise due to the project. Therefore, the impact would be less than significant.

d) ***Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?***

Less than Significant with Mitigation. As discussed under Item "a" above, project construction would result in a temporary increase in ambient noise levels. However, because construction noise would be limited under Caltrans Standard Specification Section 14.8.02, and with implementation of Mitigation Measure N-1, this increase in construction noise would be less than significant.

e) ***For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?***

No Impact. The project is not within an airport land use plan or within two miles of a public use airport and would not expose people in the project area to excessive noise levels from aircraft. Therefore, there would be no impact.

f) ***For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. The project is not within the vicinity of a private airstrip and would not expose people in the project area to excessive noise levels from aircraft. Therefore, there would be no impact.

Mitigation Measures

Mitigation Measure N-1: Implement Construction-Related Noise/Vibration Reduction Measures. The following control measures shall be implemented in order to minimize noise and vibration disturbances at sensitive receptors during periods of construction:

- 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. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).
- Utilize construction methods or equipment that will provide the lowest level of noise and ground vibration impact such as alternative low noise pile installation methods.
- Turn off idling equipment when not in use for more than 10 minutes.

- Implement a construction noise and vibration-monitoring program to limit the impacts.
- Plan noisier operations during times of least sensitivity to receptors.
- Keep noise levels relatively uniform and avoid impulsive noises.
- Maintain good public relations with the community to minimize objections to the unavoidable construction impacts. Provide frequent activity update of all construction activities.

References

California Department of Transportation (Caltrans). 2015. *2015 Standard Specifications.* December.

City of Stockton. 2016. *City of Stockton 2035 General Plan*. January.

Population and Housing

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
14.	**POPULATION AND HOUSING — Would the project:**				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The population of Stockton in 2015 was estimated to be 305,658 (U.S. Census Bureau 2015). Existing land use in the vicinity is commercial and industrial, with the project site itself being only designated for transportation uses. No residential uses are within the project site and the General Plan does not indicate any plans to revise existing land uses to residential uses.

Discussion

a) ***Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

Less than Significant. The proposed project does not include the construction of new residences or businesses. Construction of the project could provide temporary employment for construction activities, but would not result in the permanent creation of new jobs that would induce substantial population growth. Project improvements include reducing existing through lanes along Miner Avenue from four to two lanes and would not encourage population growth in the surrounding areas. Therefore, the impact from the project would be less than significant.

b) ***Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?***

No Impact. The project would be constructed entirely within existing City ROW. The proposed project would not displace any residential structures; therefore, no impact would occur.

c) ***Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

No Impact. As discussed above, the proposed project would not remove or necessitate the relocation of any housing. The proposed project would also not displace any people. Therefore, no impact would occur.

References

U.S. Census Bureau. 2015. Population Estimates Program. July.

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
15. PUBLIC SERVICES — Would the project:				
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 following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Environmental Setting

The City receives fire protection from the City of Stockton Fire Department. The City of Stockton Police Department provides law enforcement. The nearest fire station is Fire Station 2 located at 110 West Sonora Street. The police department is located at 22 E. Weber Street.

Public schools in the City are within the service area of the Stockton Unified School District (SUSD). The closest SUSD facility to the project area is the Jane Frederick Continuation School at 1141 E. Weber Avenue, which is 0.3 miles southeast of the project's eastern terminus.

The City oversees all the parks and related facilities within the City limits. The City is responsible for the maintenance of other public facilities. The nearest parks are McLeod Park, which is located directly across Center Street from the western terminus of the project and Fremont Square, which is located one block north of the project on E. Lindsay Street between N. San Joaquin Street and N. Sutter Street.

Discussion

a.i, ii) ***Would the project 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 fire or police protection?***

Less than Significant. The proposed project would reconstruct and rehabilitate Miner Avenue between Center Avenue and the UPRR overpass, including adding bicycle lanes in each direction. This would not increase the population near the project area; therefore, there would not be an increased demand for fire and police protection due to the proposed project. Additionally, the establishment of additional facilities in order to maintain

acceptable service ratios would not be necessary. During construction, there may be temporary delays due to closed lanes and construction vehicles, but no detours are anticipated. The City will coordinate with the fire and police departments to ensure planned road closures and detours are feasible ahead of time. Therefore, there will be a less than significant impact.

a.iii-iv) ***Would the project 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 schools or parks?***

No Impact. The proposed project would not include population growth to the area and does not include project components that would result in an increase for the demand of additional schools or parks. No schools or parks in the area need to be updated accommodated the proposed project. No disruption of access to schools or parks would result from the project. Therefore, no impact would occur.

a.v) ***Would the project 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 other facilities?***

Less than Significant. With respect to other public services, construction of the project would generate waste concrete and other construction materials. Project operation with the addition of trash receptacles would contribute minimally to solid waste generation in the City, which is provided by Republic Services. The impact would be less than significant.

Recreation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
16. RECREATION — Would the project:				
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?	☐	☐	☒	☐

Environmental Setting

The City oversees all the parks and related facilities within the City limits. The nearest parks are McLeod Park, which is located directly across Center Street from the western terminus of the project and Fremont Square, which is located one block north of the project on E. Lindsay Street between N. San Joaquin Street and N. Sutter Street.

The project includes the addition of bicycle and pedestrian facilities along the 10 block section of Miner Avenue that encompasses the project. The proposed project would comply with the 2035 Stockton General Plan Update (City of Stockton 2016), the Downtown Stockton Strategic Action Plan (City of Stockton 2006), and the City's Bicycle Master Plan (City of Stockton 2007).

Discussion

a) ***Would the project 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?***

Less than Significant. Project operation would improve bicycle and pedestrian access to the area. However, it would not result in an increase in population that would result in increased use of or need to expand existing recreational facilities. The project would not displace any facilities, requiring expansion of existing or new recreational facilities. Further, pedestrian and bicyclist use of the facility is not expected substantially increase the use of neighborhood parks such that physical deterioration of the facilities would occur. Therefore, the impact of the project on nearby recreational facilities during project operation is less than significant.

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

Less than Significant. The project does not require the construction or expansion of existing recreational facilities. This project includes a recreational aspect through the creation of bicycle lanes and pedestrian facilities. This IS evaluates and discloses environmental effects associated with this project, and identifies mitigation to reduce all

potentially significant effects to a less than significant level. Therefore, this impact is less than significant.

References

City of Stockton. 2016. *2035 Stockton General Plan Update*. January. Available: http://www.stocktongov.com/government/departments/communityDevelop/cdPlanGen.html. Accessed: August 26, 2016.

City of Stockton. 2007. *Bicycle Master Plan*. November. Available: http://www.stocktongov.com/files/BicycleMasterPlan.pdf. Accessed: August 26, 2016.

City of Stockton. 2006. *Downtown Stockton Strategic Action Plan*. August. Available: https://downtownstockton.org/pdf/2006downtownActionPlan.pdf. Accessed: August 26, 2016.

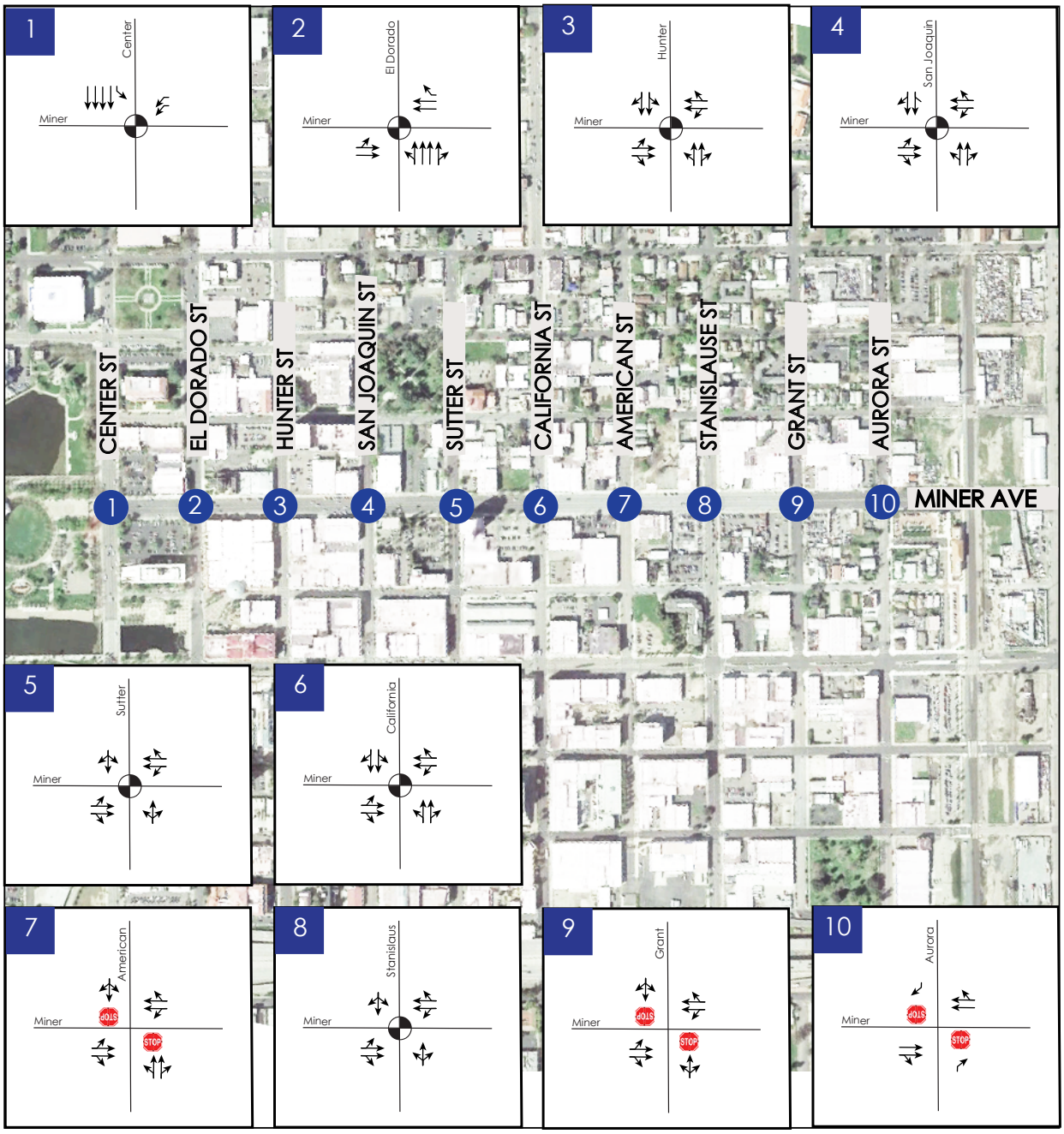
Transportation and Traffic

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17. TRANSPORTATION AND TRAFFIC — Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☒	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Environmental Setting

This environmental setting is adapted from the Traffic Analysis Memorandum prepared for the project (Stantec 2016). Miner Avenue is an east-west boulevard serving as an entrance to downtown. This boulevard provides access between industrial centers in east Stockton and the city center and destinations such as restaurants, the downtown movie theater, and event centers. Miner Avenue carries approximately 7,600 vehicles per day (Average Daily Traffic). Three percent (3%) of the total Average Daily Traffic (ADT) on Miner Avenue are trucks.

The Miner Avenue Corridor currently operates at Level of Service (LOS) C in the westbound direction and LOS D in the eastbound direction. For existing LOS at intersections along Miner Avenue, refer to Table 8 under the Discussion below. Within the project limits, Miner Avenue is a four lane roadway with two through lanes in each direction. Miner Avenue intersects with the north-south roadways of Center Street, El Dorado Street, Hunter Street, San Joaquin Street, Sutter Street, California Street, American Street, Stanislaus Street, Grant Street, and Aurora Street. American Street, Grant Street, and Aurora Street are stop controlled and Miner Avenue is uncontrolled at these intersections. The remaining intersections are signalized with Siemens SEPAC controllers. All the signals currently operate with two phases and permissive left turn phasing. The study intersections and existing lane configurations are shown in **Figure 4**.



LEGEND

- X Study Intersections
- Traffic Signal
- STOP Stop Controlled Approach

SOURCE: Stantec Consulting Services

Miner Avenue Complete Streets . 150688

Figure 4

Existing Lane Geometry

Most of the corridor has no separation between travel directions, but there is a median on the portion traveling under the railroad overpass, which extends into the project area to Aurora Street. This median necessitates right turn only from the side streets and no left turns permitted from Miner Avenue at this location.

Center Street operates one-way as a southbound street and is coordinated with the Center Street signals. Conversely, El Dorado Street operates northbound only and is coordinated with the signals along El Dorado Street. Both of these roadways have four through lanes with supplemental left turn lanes. Hunter Street, San Joaquin Street and California Street each have two through lanes in both directions. Sutter Street, American Street, Stanislaus Street, and Grant Street have one through lane in each direction with supplemental turn lanes. As previously discussed, Aurora Street has one right turn only lane for both the northbound and southbound approaches.

Miner Street ends at Center Street to the west, where the Weber Points Events Center is located. To the east of the project area, most of the intersections on Miner Avenue are two-way stop controlled with stop signs on the roads intersecting Miner Avenue. However, the Airport Way and the Wilson Way intersections are signalized, each of which are less than half a mile from the project area. The speed limit on Miner Avenue is 30 mph within the project vicinity.

This project proposes to modify the lane configurations on Miner Avenue to include a bike lane, reducing the number of automobile through lanes from two lanes to one lane in each direction. Although the number of through lanes would be reduced, the project would retain left turn bays to minimize operational impacts on traffic flow at the intersections. The design would also include curb bulbouts at intersections, to increase the pedestrian space at these locations, improve ADA accessibility, and reduce pedestrian crossing distance.

A Traffic Analysis Memorandum was prepared for the proposed project in August 2016 (Stantec 2016). Synchro and Sidra software were utilized for the level of service analysis to determine the impacts of the proposed roadway layout. The objective of the analysis was to understand the impact of converting the four lane roadway to a two lane roadway and converting the signalized San Joaquin Street/Miner Avenue intersection to a roundabout controlled intersection.

Traffic conditions on the Miner Avenue roadway segments and at the study intersections during the a.m. and p.m. peak hours for a typical weekday were evaluated. Existing weekday a.m. and p.m. peak hour vehicle counts at the study intersections were collected on Wednesday, May 11, 2016. Based on the traffic volumes along Miner Avenue, the peak periods observed were between 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m. Field verification of existing intersection lane configuration was conducted and provided the basis for the level of service analysis for existing conditions.

Potential project improvements at the study intersection were quantified through the determination of level of service (LOS), a qualitative measure describing operational conditions within a traffic stream. LOS has letter designations ranging from A to F, with LOS A representing free flow traffic with little or no delay and LOS F representing jammed conditions with excessive delay and long

back- ups. Procedures for analyzing each type of facility are based on the Highway Capacity Manual 2000 (HCM 2000) and HCM 2010.

Intersection LOS is calculated based on delay experienced by automobile users. For signalized intersections and roundabout intersections the average delay is used. For two-way stop-controlled intersections, the delay for the worst approach is reported.

Arterial LOS is calculated based on the Arterial Class and the speed travelled. Arterial Class is identified based on the segment posted speed and the segment length. The LOS for arterials reflects the extent to which users must reduce their speed (or which their travel time is increased) based on delays incurred in the network. It should be noted that for short segments, research done by the FHWA has shown increased travel time as compared to longer segments.

Discussion

a) ***Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

Less than Significant. This project would improve the safety of the corridor for pedestrians and bicyclists, encouraging the use of multimodal transportation. By improving conditions on Miner Avenue for multiple types of users, this project would aid in revitalizing the downtown area of Stockton.

Background and Analysis

In the City's Transportation and Circulation Element from its 2035 General Plan (City of Stockton 2007), the City established the following level of service standard for the network in the downtown area that includes the location of the proposed project:

In the Downtown area (bounded by Harding Way, the Union Pacific railroad tracks, Charter/Martin Luther King Jr. Way, Interstate 5, and Pershing Avenue), which includes the location of the proposed project, a LOS E standard has been adopted. However, LOS F may be accepted after consideration of physical or environmental constraints and other City goals and policies. This policy recognizes the importance of an active and vibrant downtown to the overall health of the City, and acknowledges that economic vitality in a relatively constrained downtown area may result in greater levels of traffic congestion.

The City also established Goal TC-5.1 in its Transportation and Circulation: "Pedestrian and Bicycle Facilities. The City shall encourage pedestrian and bicycle travel as viable modes of movement throughout the City by providing safe and convenient pedestrian and bicycle facilities within and linking commercial areas, residential neighborhoods, and employment centers."

Because the project is located in the Downtown area and is thus in an area recognized as important to promote economic vitality in a constrained area, and because one of the goals of the proposed project is to "realize a synergy that will help reactivate Miner Avenue storefronts and vacant properties" and to promote an active and vibrant downtown, LOS F is considered acceptable for this project based on

Intersection Level of Service Evaluation

Intersection Level of Service Analysis – Existing Conditions

Table 8 summarizes peak hour level of service at the study intersections under Existing Conditions. LOS worksheets are provided in the Appendix.

TABLE 8
PEAK HOUR INTERSECTION LOS – EXISTING CONDITIONS

Intersection ID	Intersection Name	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
			Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
1	Center St / Miner Ave	Signal	10.8	B	10.2	B
2	El Dorado St / Miner Ave	Signal	13.6	B	15.8	B
3	Hunter St / Miner Ave	Signal	9.5	A	12.1	B
4	San Joaquin / Miner Ave	Signal	11	B	12.6	B
5	Sutter St / Miner Ave	Signal	7.2	A	9	A
6	California St / Miner Ave	Signal	13.1	B	16.2	B
7	American St / Miner Ave	TWSC	22.5	C	27	D
8	Stanislaus St / Miner Ave	Signal	18.6	B	14.1	B
9	Grant St / Miner Ave	TWSC	31.1	D	42.3	E
10	Aurora St / Miner Ave	TWSC	11.1	B	12.8	B

NOTES: TWSC = Two Way Stop Control, Signalized intersection Delay = Average control delay in seconds per vehicle, TWSC Delay = Average control delay in seconds per vehicle for the worst side street approach, LOS = Level of Service

Under the existing a.m. and p.m. peak, the study intersections operate at an acceptable level of service (LOS) D or above, with the exception of the Miner Avenue/Grant Street intersection, which operates at LOS E during the p.m. peak hour.

Intersection Level of Service Analysis – Existing Plus Project

Table 9 below summarizes peak hour level of service at the study intersections with the complete street improvements. LOS worksheets are provided in the Traffic Analysis Memorandum prepared for the project (Stantec 2016).

Under both the a.m. and p.m. peak, the signalized and roundabout controlled study intersections operate at an acceptable level of service (LOS) C or above. Two of the stop-controlled intersections, American Street/Miner Avenue and Grant Street/Miner Avenue, operate at LOS E and LOS F, respectively, during the p.m. peak hour with the complete streets improvements.

TABLE 9
PEAK HOUR INTERSECTION LOS – EXISTING PLUS PROJECT CONDITIONS

Intersection ID	Intersection Name	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
			Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
1	Center St / Miner Ave	Signal	13.1	B	12.9	B
2	El Dorado St / Miner Ave	Signal	20	B	22.5	C
3	Hunter St / Miner Ave	Signal	8.8	A	8.8	A
4	San Joaquin / Miner Ave	Roundabout	10.3*	B	14.3*	B
5	Sutter St / Miner Ave	Signal	6.3	A	8.2	A
6	California St / Miner Ave	Signal	11.6	B	13.1	B
7	American St / Miner Ave	TWSC	27.4	D	44.1	E
8	Stanislaus St / Miner Ave	Signal	17.7	B	15.1	B
9	Grant St / Miner Ave	TWSC	33.3	D	52.4	F
10	Aurora St / Miner Ave	TWSC	14	B	19.4	C

NOTES: TWSC = Two Way Stop Control, Signalized intersection Delay = Average control delay in seconds per vehicle, TWSC Delay = Average control delay in seconds per vehicle for the worst side street approach, LOS = Level of Service, *Delay calculated in Sidra.

Improving the livability of streets inherently impacts operations for automobile users, but creates a more desirable, safer environment for other users, which tends to revitalize areas previously suffering from low utilization and slow economic growth. The complete streets improvements necessitate the reduction in through lanes for automobiles on Miner Avenue, which would require all vehicles on this roadway to travel in one lane in each direction. This reduces the number of acceptable gaps for side street traffic to enter Miner Avenue at stop controlled intersections.

As previously stated, the LOS results reflect impact on automobile users only and do not account for the positive safety implications for multimodal users. Nor do the results account for the diversion of automobiles to other routes which would provide less delay and shorter travel time. It is likely that drivers who need to make left turn or travel through the Miner Avenue intersections from side streets would choose to take an adjacent, signalized street when delays begin to increase on the stop controlled streets.

Under the project improvements, physical roadway space previously used by automobiles would be reallocated to pedestrians and cyclists and signal timing would account for the needs of these users. The curb bulbout design at each of the intersections improves safety for pedestrians by reducing the distance they must traverse when crossing the roadway. For example, at the Miner Avenue/ American Street intersection under the existing conditions, the crossing distance across Miner Avenue is about 82 feet. This corresponds to a crossing time of 24 seconds for a pedestrian crossing at a walking speed of 3.5 feet/second. The proposed lane reduction and curb bulbout design reduces the crossing distance to 68 feet at this location, corresponding to a new crossing time of 20 seconds.

This design change reduces pedestrian exposure to conflict with automobile users by four seconds. It also improves visibility of pedestrians waiting to cross, which would likely improve yield rate of vehicles to pedestrians. Additionally, reduction in lanes, also referred to as a "road diet" tends to reduce traffic speed, which often can improve corridor safety by reducing severity of collision. The proposed improvements would likely result in fewer and less severe pedestrian/automobile and bicycle/automobile collisions over time.

Intersection Level of Service Analysis – Cumulative Conditions

Table 10 below summarizes peak hour level of service at the study intersections under the future Cumulative Conditions. LOS worksheets are provided in the Appendix.

TABLE 10
PEAK HOUR INTERSECTION LOS – CUMULATIVE CONDITIONS

Intersection ID	Intersection Name	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
			Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
1	Center St / Miner Ave	Signal	13.2	B	13	B
2	El Dorado St / Miner Ave	Signal	16.7	B	16.5	B
3	Hunter St / Miner Ave	Signal	8.9	A	11.2	B
4	San Joaquin / Miner Ave	Signal	22.1	C	19.1	B
5	Sutter St / Miner Ave	Signal	5.5	A	8.7	A
6	California St / Miner Ave	Signal	>80	F	24.3	C
7	American St / Miner Ave	TWSC	>80	F	>80	F
8	Stanislaus St / Miner Ave	Signal	>80	F	>80	F
9	Grant St / Miner Ave	TWSC	>80	F	>80	F
10	Aurora St / Miner Ave	TWSC	34.9	D	38.3	E

NOTES: TWSC = Two Way Stop Control, Signalized intersection Delay = Average control delay in seconds per vehicle, TWSC Delay = Average control delay in seconds per vehicle for the worst side street approach, LOS = Level of Service

Under the Cumulative a.m. and p.m. peak, the Center Street, El Dorado Street, Hunter Street, San Joaquin Street, and Sutter Street study intersections operate at an acceptable level of service (LOS) D or above. The California Street, American Street, Stanislaus Street, Grant Street, and Aurora Street intersections operate at LOS E or below under at least one time period. With future traffic volumes, the eastern portion of the Miner Avenue study corridor is generally expected to operate with high delays.

Intersection Level of Service Analysis – Cumulative Plus Project

Table 11 below summarizes peak hour level of service at the study intersections under the future Cumulative Plus Project conditions. LOS worksheets are provided in the Appendix.

TABLE 11
PEAK HOUR INTERSECTION LOS – CUMULATIVE PLUS PROJECT CONDITIONS

Intersection ID	Intersection Name	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
			Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
1	Center St / Miner Ave	Signal	13.3	B	13.2	B
2	El Dorado St / Miner Ave	Signal	20.1	C	21.4	C
3	Hunter St / Miner Ave	Signal	8.8	A	8.5	A
4	San Joaquin / Miner Ave	Roundabout	59.9*	F	>80*	F
5	Sutter St / Miner Ave	Signal	6.9	A	12.5	B
6	California St / Miner Ave	Signal	>80	F	35.8	D
7	American St / Miner Ave	TWSC	>80	F	>80	F
8	Stanislaus St / Miner Ave	Signal	>80	F	>80	F
9	Grant St / Miner Ave	TWSC	>80	F	>80	F
10	Aurora St / Miner Ave	TWSC	>80	F	>80	F

NOTES: TWSC = Two Way Stop Control, Signalized intersection Delay = Average control delay in seconds per vehicle, TWSC Delay = Average control delay in seconds per vehicle for the worst side street approach, LOS = Level of Service, *Delay calculated in Sidra.

Under the Cumulative Plus Project a.m. and p.m. peak, the Center Street, El Dorado Street, Hunter Street, and Sutter Street study intersections operate at an acceptable level of service (LOS) C or above. The San Joaquin Street, California Street, American Street, Stanislaus Street, Grant Street, and Aurora Street intersections operate at LOS E or below under at least one time period. Under future traffic volumes, the Miner Avenue Corridor is generally expected to operate with high delay for automobile users.

It is estimated that with the project improvements, two intersections will operate at a reduced LOS for automobile users (Miner Avenue/San Joaquin and Miner Avenue/Aurora Street). As previously discussed, safety projects such as this project tend to have positive impacts on multimodal users while causing some operational impacts for automobile users.

Arterial Level of Service Evaluation

Arterial level of service – Existing Conditions

Arterial performance was evaluated for each of the study segments along Miner Avenue for each of the project scenarios. **Table 12** below summarizes peak hour level of service on the study segments under Existing Conditions. LOS worksheets are provided in the Appendix.

TABLE 12
PEAK HOUR ARTERIAL LOS - EXISTING CONDITIONS

Intersection	Arterial Class	Flow Speed	A.M. Peak Hour		P.M. Peak Hour	
			Arterial Speed	LOS	Arterial Speed	LOS
Eastbound						
El Dorado St	IV	30	7.4	E	6	F
Hunter St	IV	30	16.2	C	16.1	C
San Joaquin	IV	30	12.7	D	11.3	D
Sutter St	IV	30	14	C	13.1	C
California St	IV	30	12.4	D	9.1	D
Stanislaus St	IV	30	15	C	17.5	C
Total			*12.6*	*D*	*11.5*	*D*
Westbound						
Stanislaus St	IV	30	19.1	B	21.1	B
California St	IV	30	19.9	B	18.8	C
Sutter St	IV	30	13.8	C	12.4	D
San Joaquin	IV	30	13.7	C	12.2	D
Hunter St	IV	30	12.1	D	11.8	D
El Dorado St	IV	30	8.1	E	7.6	E
Center St	IV	30	6	F	8.5	E
Total			*13.1*	*C*	*13.3*	*C*

NOTES: TWSC = Two Way Stop Control, Signalized intersection Delay = Average control delay in seconds per vehicle, TWSC Delay = Average control delay in seconds per vehicle for the worst side street approach, LOS = Level of Service

Under the existing a.m. and p.m. peak, the arterial operates at an acceptable level of service (LOS) D in the eastbound direction and LOS C in the westbound direction. Accordingly, many of the study segments also operate as an acceptable LOS D or better, with the exception of the El Dorado Street and Center Street segments. The Miner Avenue/Center Street and Miner Avenue/El Dorado Street intersections are coordinated north-south, along the Center Street and El Dorado Street approaches. For this reason, the study segments including these intersections are not expected to provide low delays and high speeds for users on Miner Avenue and poor LOS is consistent with expectations.

Arterial level of service – Existing Plus Project Conditions

Table 13 below summarizes peak hour level of service on the study segments under Existing Plus Project Conditions. LOS worksheets are provided in the Appendix.

Under the existing a.m. and p.m. peak, the arterial operates at an acceptable level of service (LOS) D in the eastbound direction and LOS C in the westbound direction, which is unchanged from the Existing Conditions. Accordingly, many of the study segments also operate as an acceptable LOS D or better, with the exception of the El Dorado Street and Center Street segments. As previously discussed, the Miner Avenue/Center Street and Miner Avenue/El Dorado Street intersections are coordinated north-south, along the Center Street and El Dorado Street approaches. For this reason, the study segments including these intersections are not expected to provide low delays and high speeds for users on Miner Avenue. Poor progression and low LOS is not unexpected.

TABLE 13
PEAK HOUR ARTERIAL LOS - EXISTING PLUS PROJECT CONDITIONS

Intersection	Arterial Class	Flow Speed	A.M. Peak Hour		P.M. Peak Hour	
			Arterial Speed	LOS	Arterial Speed	LOS
Eastbound						
El Dorado St	IV	30	5.5	F	6.3	F
Hunter St	IV	30	11.9	D	13.4	C
San Joaquin	IV	30	-	-	-	-
Sutter St	IV	30	12.6	D	11.2	D
California St	IV	30	11.3	D	9.6	D
Stanislaus St	IV	30	14.1	C	12.9	D
Total			*10.6*	*D*	*10.4*	*D*
Westbound						
Stanislaus St	IV	30	17.8	C	20.7	B
California St	IV	30	16.7	C	15.8	C
Sutter St	IV	30	14.3	C	12.7	D
San Joaquin	IV	30	-	-	-	-
Hunter St	IV	30	12	D	10.1	D
El Dorado St	IV	30	9.7	D	7.5	E
Center St	IV	30	7.8	E	9.3	D
Total			*13.5*	*C*	*13.2*	*C*

NOTES: San Joaquin under Plus Project conditions is no longer signalized and does not constitute a segment boundary.

Arterial level of service – Cumulative Conditions

Table 14 below summarizes peak hour level of service on the study segments under Cumulative Conditions. LOS worksheets are provided in the Appendix.

TABLE 14
PEAK HOUR ARTERIAL LOS - CUMULATIVE CONDITIONS

Intersection	Arterial Class	Flow Speed	A.M. Peak Hour		P.M. Peak Hour	
			Arterial Speed	LOS	Arterial Speed	LOS
Eastbound						
El Dorado St	IV	30	5.1	F	4.7	F
Hunter St	IV	30	16.6	C	16.3	C
San Joaquin	IV	30	8.9	E	9.5	D
Sutter St	IV	30	13.2	C	11.6	D
California St	IV	30	2.9	F	6.5	F
Stanislaus St	IV	30	11.4	D	14.3	C
Total			*7.4*	*E*	*9.3*	*D*
Westbound						
Stanislaus St	IV	30	2.6	F	4.6	F
California St	IV	30	3	F	12.5	D
Sutter St	IV	30	14.4	C	13	C
San Joaquin	IV	30	6.8	F	7.3	E
Hunter St	IV	30	15.3	C	14.7	C
El Dorado St	IV	30	8.4	E	7.8	E
Center St	IV	30	7.3	E	8.5	E
Total			*4.1*	*F*	*7.3*	*E*

NOTES: TWSC = Two Way Stop Control, Signalized intersection Delay = Average control delay in seconds per vehicle, TWSC Delay = Average control delay in seconds per vehicle for the worst side street approach, LOS = Level of Service

Under the Cumulative p.m. peak traffic volumes, the arterial operates at an acceptable level of service (LOS) D in the eastbound direction. For the other time periods/directions, it operates below LOS D.

Arterial level of service – Cumulative Plus Project Conditions

Table 15 below summarizes peak hour level of service on the study segments under Cumulative Plus Project Conditions. LOS worksheets are provided in the Appendix.

TABLE 15
PEAK HOUR ARTERIAL LOS –CUMULATIVE PLUS PROJECT CONDITIONS

Intersection	Arterial Class	Flow Speed	A.M. Peak Hour		P.M. Peak Hour	
			Arterial Speed	LOS	Arterial Speed	LOS
Eastbound						
El Dorado St	IV	30	5	F	5	F
Hunter St	IV	30	12.5	D	13.4	C
San Joaquin	IV	30	-	-	-	-
Sutter St	IV	30	10.5	D	7.7	E
California St	IV	30	5.5	F	4	F
Stanislaus St	IV	30	8.8	E	2.5	F
Total			*7.8*	*E*	*4.1*	*F*
Westbound						
Stanislaus St	IV	30	2.6	F	9.6	D
California St	IV	30	1.8	F	16	C
Sutter St	IV	30	14.5	C	10.6	D
San Joaquin	IV	30	-	-	-	-
Hunter St	IV	30	12.3	D	10.6	D
El Dorado St	IV	30	8.7	E	7	E
Center St	IV	30	7.1	E	8.2	E
Total			*3.3*	*F*	*10*	*D*

NOTES: San Joaquin under Plus Project conditions is no longer signalized and does not constitute a segment boundary.

Under the Cumulative Plus Project, arterial operations result in the same LOS for the a.m. peak period as under the Cumulative conditions without the project. However, operations deteriorate in the eastbound direction during the p.m. peak while improving in the westbound direction, partially due to signal timing modifications.

It is notable that complete streets projects inherently shift the prioritized mode of travel, accounting for the needs of multimodal users such as pedestrians and cyclists. Vehicle lane reductions, also described as “road diets”, can decrease automobile speed. Reduced corridor speed tends to result in less severe collisions for all users. Although reduced speed can result in impacts on arterial LOS, it also can have positive safety implications.

Conclusion

Because LOS F has been determined to acceptable in the Downtown area in the City’s General Plan and because of the project’s beneficial effects on pedestrian and bicycle modes, the proposed project would result in a less than significant impact to measures of

effectiveness for the performance of the circulation system, taking into account all modes of transportation. No mitigation measures are required.

b) ***Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***

Less than Significant. The proposed project would not conflict with any applicable congestion management programs. See also Item "a" above.

c) ***Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?***

No Impact. The project is not located in the vicinity of an airport and as a roadway project does not have any elements that could potentially interfere with air traffic patterns.

d) ***Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

No Impact. The proposed project does not include any sharp curves or uses that are incompatible with the proposed project's urban setting; the project is designed to increase pedestrian and bicycle safety.

e) ***Would the project result in inadequate emergency access?***

Less than Significant with Mitigation. During construction of the proposed project, temporary delays to emergency vehicles may occur along Miner Avenue and surrounding roadways because of roadway detours and additional congestion caused by construction equipment and activities. If emergency vehicles cannot pass through the construction area or if the construction activities result in a substantial delay in emergency vehicles passing through the construction area, residents and properties in the immediate and surrounding area could be substantially affected.

f) ***Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

No Impact. As discussed in Item "a" above, the City's General Plan Transportation and Circulation Element (City of Stockton 2007) has a goal of providing safe and convenient pedestrian and bicycle facilities; the proposed project is designed to provide those facilities in the Miner Avenue Corridor and, as such, would have a beneficial effect on transit, bicycle and pedestrian facilities. Furthermore, the proposed project is consistent with the City's adopted Miner Avenue Streetscape Plan (City of Stockton 2012) and the City's Bicycle Master Plan (City of Stockton 2007).

Mitigation Measures

Mitigation Measure TRANS-1: Maintain Emergency Access. During construction, emergency access on public roadways shall be available at all times to maintain emergency vehicle access through the area. At no time during the construction period will the entire width of a public roadway be closed to emergency vehicle traffic.

Mitigation Measure TRANS-2: Develop Traffic Management Plan. Prior to the start of construction, a Traffic Management Plan shall be developed that would reduce delays and obstructions caused by construction detours to the greatest extent possible. The plan developers shall coordinate with emergency service providers (i.e., fire and police) during plan development to ensure that traffic control measures proposed in the plan would meet the needs of the service providers. These detours shall be provided to all emergency services entities that service the area prior to their implementation to avoid impacts to emergency response times.

References

City of Stockton. 2012. *Miner Avenue Streetscape Plan*. March. Available: http://www.dot.ca.gov/hq/tpp/offices/ocp/dist10/fy09-10/MinerAveStreetscapePlan.pdf. Accessed: September 11, 2016.

City of Stockton, 2007. General Plan Goals and Policies Report. December. Available: http://www.stocktongov.com/government/departments/communityDevelop/cdPlanGen.html. Accessed September 11, 2016.

Stantec, 2016. Traffic Analysis Memorandum. August 12, 2016.

Utilities and Service Systems

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
18.	**UTILITIES AND SERVICE SYSTEMS — Would the project:**				
a)	Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c)	Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e)	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?	☐	☐	☐	☒
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Setting

Wastewater

Wastewater collection and treatment is provided the City's Municipal Utilities Department (MUD) and the Regional Wastewater Control Facility (RWCF) located on Navy Drive approximately 3 miles southwest of the project. The RWCF processes approximately 32 million gallons of wastewater daily (MGD); RWCF capacity is estimated at 48 MGD. The RWCF provides tertiary-level treatment and is operated pursuant to Waste Discharge Requirements issued by the Regional Water Quality Control Board, Central Valley Region (NPDES Permit No. CA0079138).

The project area contains an underground wastewater utility line, as shown in the Miner Avenue Streetscape Plan (City of Stockton 2012), but the project area does not currently demand wastewater services from MUD. The project would avoid the wastewater line if possible, or relocate the line parallel to the existing line.

Stormwater

Stormwater in the project area drain's into the City's municipal storm drain system that ultimately discharges into local rivers, creeks, and sloughs. Municipal Separate Storm Sewer System (MS4) permits are required under the Clean Water Act and require the discharger to develop and

implement a Storm Water Management Plan to reduce the discharge of pollutants to the Maximum Extent Practicable (MEP). The management plans specify what BMPs will be used to address certain program areas: such as public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations (City of Stockton 2016a). Existing stormwater is collected by stormwater drain pipes, as shown in the Miner Avenue Streetscape Plan.

Water Supply

Water supply to the project area is provided by California Water Service Company (Cal Water), which is operated in conjunction with the City system. According to the City, approximately 25% of the City's water supply originates from groundwater wells with the remaining water supply from treated surface water supplied by the Stockton East Water District (SEWD). With the completion of the Delta Water Supply Project, MUD will reduce the amount of water received from SEWD and the amount of groundwater pumped each year (City of Stockton 2016b). Existing water pipes run along Miner Avenue from N. Center Street to N. Aurora Street, as shown in the Miner Avenue Streetscape Plan.

Solid Waste

Solid waste services in the City are provided by Republic Services for residential solid waste and various other l franchised haulers for commercial solid waste collection. Solid waste collected in the City is generally sent to Forward Landfill in San Joaquin County, which accepts the following types of waste: agricultural, asbestos, friable, ash, construction and demolition, contaminated soil, green materials, industrial, mixed municipal, bio solids, tires and shreds. This facility has remaining capacity of 23,700,000 cubic yards and a maximum daily disposal rate of 8,668 tons per day (CalRecycle 2016).

Electrical and Natural Gas Services

Electric service and natural gas is provided to the area by Pacific Gas and Electric Company (PG&E). Overhead electric lines are seen within the project area. No natural gas pipelines are located directly within the project site (PG&E 2016). The project would involve relatively shallow excavation for proposed improvements and is not anticipated to impact buried utilities; existing utility locations have been accounted for in the project plans and will be avoided by proposed construction.

Discussion

a) ***Would the project conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

No Impact. Construction and operation of the proposed improvements would not generate wastewater requiring wastewater treatment. Therefore, the project would not exceed wastewater treatment requirements. There would be no impact.

b) ***Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

No Impact. Construction and operation of the proposed improvements would not generate wastewater requiring wastewater treatment. Therefore, the project would not require construction of new water or wastewater treatment facilities or require expansion of existing facilities. There would be no impact.

c) ***Would the project require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?***

Less than Significant with Mitigation. The project would involve minor modifications to the stormwater drainage facilities to address a change in drainage patterns at the proposed bulb-out locations. The project already consists entirely of impervious pavement and no new impervious areas would be created. In fact, with the addition of landscaping, the total impervious area would actually be less than existing with the beginning impervious area being approximately 403,000 square feet (sf) and the ending impervious area being approximately 370,000 sf. As design progresses, several possible strategies that would fit this corridor: 1) The use of permeable paver systems in the walks or parking areas to detain and filter the stormwater, but this yields no volume reduction due to the low permeability soils; 2) The use of tree well planter filters that will reduce runoff and filter the water; 3) median bio-infiltration; and/or 4) mechanical cartridge based filtration devices. After implementation of the appropriate strategy, the impact would be less than significant.

d) ***Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

No Impact. The project would not demand potable water nor require new or the expansion of existing water entitlements. Therefore, there would be no impact on water supply.

e) ***Would the project 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?***

No Impact. The project would not generate wastewater or demand the service of a wastewater treatment provider. Therefore, there would be no impact on wastewater treatment capacity.

f) ***Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less than Significant Impact. The solid waste generated by the project would be construction and demolition debris, which would be by a City franchised hauler to a certified facility, as per City regulations. Once constructed and operating, the project would generate a small amount of trash from people who are using the parklets and

bicycle facilities. Because people would be on bicycles or walking, it is not anticipated that a substantial amount of trash would be generated. Therefore, the impacts would be less than significant.

g) ***Would the project comply with federal, state, and local statutes and regulations related to solid waste?***

Less than Significant. The proposed project would comply with all federal, state, and local statutes and regulations related to solid waste. Specifically, the project would comply with the California Integrated Waste Management Act of 1989 (AB 939) and the California Solid Waste Re-Use and Recycling Access Act of 1991 (Section 42900-42911 of the Public Resources Code). Additionally, the City's municipal code section on construction and demolition debris reduction, reuse, and recycling (Chapter 30.70) will be complied with. Therefore, the impact would be less than significant.

References

City of Stockton. 2016a.Stormwater. February. Available: http://www.stocktongov.com/government/departments/municipalUtilities/utilStorm.html. Accessed: September 11, 2016.

City of Stockton. 2016b. Water. August. Available: http://www.stocktongov.com/government/departments/municipalUtilities/utilWater.html. Accessed: September 11, 2016.

City of Stockton. 2012. *Miner Avenue Streetscape Plan*. March. Available: http://www.dot.ca.gov/hq/tpp/offices/ocp/dist10/fy09-10/MinerAveStreetscapePlan.pdf. Accessed: August 26, 2016.

CalRecycle. 2016. Disposal Reporting System (DRS): Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility. Available: http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx. Accessed: April 25, 2016.

Mandatory Findings of Significance

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
19.	**MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:**				
a)	Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	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)	Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion

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

Less than Significant with Mitigation. Per the impact discussions above, the potential of the proposed project to substantially degrade the environment is less than significant with incorporated mitigation measures.

b) ***Would 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)?***

Less than Significant. As described in previous discussions, the project would result in several potentially significant project-level impacts. However, in all cases, mitigation measures have been identified that would reduce these impacts to less-than-significant levels. Further, because the project was included in the adopted Miner Avenue Streetscape Plan, it is accounted for in the City's General Plan.

The primary objective of the project is to rehabilitate Miner Avenue and create Miner Avenue into a "complete street." The impacts of the project are mitigated to a less-than-significant level, limited to the construction phase, and generally site specific. No other

projects are proposed that would overlap or interact with the proposed project. The cumulative impact of the proposed project is less than significant.

c) ***Would the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?***

Less than Significant with Mitigation. The project would not cause substantial adverse effects on human beings. Effects related to aesthetics, air quality, cultural resources, geology, greenhouse gas, hazardous materials, hydrology and water quality, land use, noise, public services, recreation, transportation, and utilities are discussed within this IS/MND. The project would not result in any significant and unavoidable impacts. This impact is considered less than significant with mitigation incorporated.

APPENDIX A
Biological Resource Agency Lists

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Holt (3712184) OR Lathrop (3712173) OR Lodi South (3812113) OR Manteca (3712172) OR Stockton East (3712182) OR Stockton West (3712183) OR Terminous (3812114) OR Union Island (3712174) OR Waterloo (3812112))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	None	G2G3	S1S2	SSC
Ambystoma californiense California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1	None	None	G2T2	S2	1B.2
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex cordulata var. cordulata heartscale	PDCHE040B0	None	None	G3T2	S2	1B.2
Blepharizonia plumosa big tarplant	PDAST1C011	None	None	G2	S2	1B.1
Bombus crotchii Crotch bumble bee	IIHYM24480	None	None	G3G4	S1S2	
Bombus occidentalis western bumble bee	IIHYM24250	None	None	G2G3	S1	
Branchinecta mesovallensis midvalley fairy shrimp	ICBRA03150	None	None	G2	S2S3	
Brasenia schreberi watershield	PDCAB01010	None	None	G5	S3	2B.3
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
California macrophylla round-leaved filaree	PDGER01070	None	None	G3?	S3?	1B.2
Carex comosa bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
Chloropyron palmatum palmate-bracted salty bird's-beak	PDSCR0J0J0	Endangered	Endangered	G1	S1	1B.1
Cirsium crassicaule slough thistle	PDAST2E0U0	None	None	G2	S2	1B.1
Coastal and Valley Freshwater Marsh Coastal and Valley Freshwater Marsh	CTT52410CA	None	None	G3	S2.1	
Delphinium recurvatum recurved larkspur	PDRAN0B1J0	None	None	G2?	S2?	1B.2
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eryngium racemosum Delta button-celery	PDAPI0Z0S0	None	Endangered	G1Q	S1	1B.1
Extriplex joaquinana San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
Great Valley Valley Oak Riparian Forest Great Valley Valley Oak Riparian Forest	CTT61430CA	None	None	G1	S1.1	
Hibiscus lasiocarpos var. occidentalis woolly rose-mallow	PDMAL0H0R3	None	None	G5T2	S2	1B.2
Hypomesus transpacificus Delta smelt	AFCHB01040	Threatened	Endangered	G1	S1	
Lanius ludovicianus loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
Lathyrus jepsonii var. jepsonii Delta tule pea	PDFAB250D2	None	None	G5T2	S2	1B.2
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	
Lilaeopsis masonii Mason's lilaeopsis	PDAPI19030	None	Rare	G2	S2	1B.1
Limosella australis Delta mudwort	PDSCR10050	None	None	G4G5	S2	2B.1
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Lytta moesta moestan blister beetle	IICOL4C020	None	None	G2	S2	
Melospiza melodia song sparrow ("Modesto" population)	ABPBXA3010	None	None	G5	S3?	SSC
Oncorhynchus mykiss irideus steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
Perognathus inornatus San Joaquin Pocket Mouse	AMAFD01060	None	None	G2G3	S2S3	
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Scutellaria lateriflora side-flowering skullcap	PDLAM1U0Q0	None	None	G5	S2	2B.2
Spirinchus thaleichthys longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	SSC
Sylvilagus bachmani riparius riparian brush rabbit	AMAEB01021	Endangered	Endangered	G5T1	S1	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Symphyotrichum lentum Suisun Marsh aster	PDASTE8470	None	None	G2	S2	1B.2
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Thamnophis gigas giant gartersnake	ARADB36150	Threatened	Threatened	G2	S2	
Trichocoronis wrightii var. wrightii Wright's trichocoronis	PDAST9F031	None	None	G4T3	S1	2B.1
Trifolium hydrophilum saline clover	PDFAB400R5	None	None	G2	S2	1B.2
Tropidocarpum capparideum caper-fruited tropidocarpum	PDBRA2R010	None	None	G1	S1	1B.1
Valley Oak Woodland Valley Oak Woodland	CTT71130CA	None	None	G3	S2.1	
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
Xanthocephalus xanthocephalus yellow-headed blackbird	ABPBXB3010	None	None	G5	S3	SSC

Record Count: 49

CNPS California Native Plant Rare and Endangered Plant Inventory

Plant List

21 matches found. *Click on scientific name for details*

Search Criteria

Found in 9 Quads around 37121H3

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Astragalus tener var. tener	alkali milk-vetch	Fabaceae	annual herb	1B.2	S2	G2T2
Atriplex cordulata var. cordulata	heartscale	Chenopodiaceae	annual herb	1B.2	S2	G3T2
Blepharizonia plumosa	big tarplant	Asteraceae	annual herb	1B.1	S2	G2
Brasenia schreberi	watershield	Cabombaceae	perennial rhizomatous herb	2B.3	S3	G5
California macrophylla	round-leaved filaree	Geraniaceae	annual herb	1B.2	S3?	G3?
Carex comosa	bristly sedge	Cyperaceae	perennial rhizomatous herb	2B.1	S2	G5
Centromadia parryi ssp. rudis	Parry's rough tarplant	Asteraceae	annual herb	4.2	S3	G3T3
Chloropyron palmatum	palmate-bracted bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	1B.1	S1	G1
Cirsium crassicaule	slough thistle	Asteraceae	annual / perennial herb	1B.1	S2	G2
Delphinium recurvatum	recurved larkspur	Ranunculaceae	perennial herb	1B.2	S2?	G2?
Eryngium racemosum	Delta button-celery	Apiaceae	annual / perennial herb	1B.1	S1	G1Q
Extriplex joaquinana	San Joaquin spearscale	Chenopodiaceae	annual herb	1B.2	S2	G2
Hibiscus lasiocarpos var. occidentalis	woolly rose-mallow	Malvaceae	perennial rhizomatous herb	1B.2	S2	G5T2
Lathyrus jepsonii var. jepsonii	Delta tule pea	Fabaceae	perennial herb	1B.2	S2	G5T2
Lilaeopsis masonii	Mason's lilaeopsis	Apiaceae	perennial rhizomatous herb	1B.1	S2	G2
Limosella australis	Delta mudwort	Scrophulariaceae	perennial stoloniferous herb	2B.1	S2	G4G5
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb	1B.2	S3	G3
Scutellaria lateriflora	side-flowering skullcap	Lamiaceae	perennial rhizomatous herb	2B.2	S2	G5
Symphyotrichum lentum	Suisun Marsh aster	Asteraceae	perennial rhizomatous herb	1B.2	S2	G2
		Asteraceae	annual herb	2B.1	S1	G4T3

Trichocoronis wrightii var. wrightii	Wright's trichocoronis					
Trifolium hydrophilum	saline clover	Fabaceae	annual herb	1B.2	S2	G2

Suggested Citation

CNPS, Rare Plant Program. 2016. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 07 September 2016].

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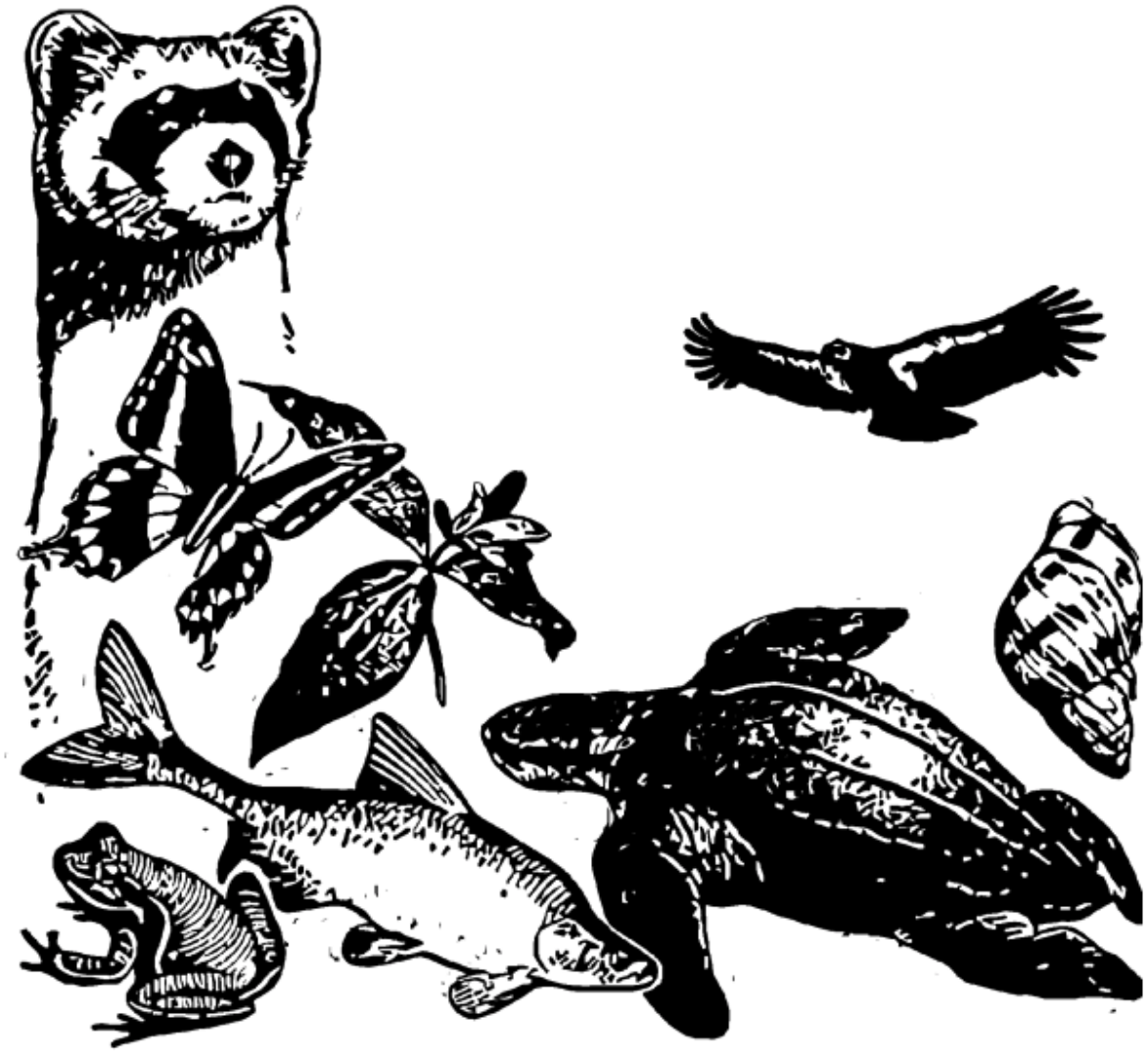
U.S. Fish & Wildlife Service

East Miner Avenue Complete Streets Project

IPaC Trust Resources Report

Generated September 07, 2016 10:27 AM MDT, IPaC v3.0.8

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



IPaC - Information for Planning and Conservation (https://ecos.fws.gov/ipac/): A project planning tool to help streamline the U.S. Fish & Wildlife Service environmental review process.

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U.S. Fish & Wildlife Service

IPaC Trust Resources Report

NAME

East Miner Avenue Complete Streets Project

LOCATION

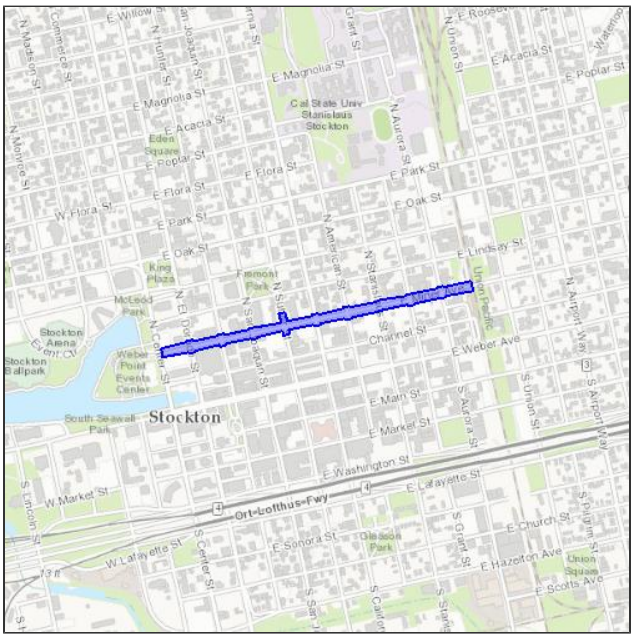
San Joaquin County, California

DESCRIPTION

Urban street rehabilitation

IPAC LINK

https://ecos.fws.gov/ipac/project/W65HF-WF5OZ-HS7EN-LLUCN-XGJOXE



U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

San Francisco Bay-delta Fish And Wildlife
650 Capitol Mall
Suite 8-300
Sacramento, CA 95814
(916) 930-5603

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the Endangered Species Program of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Amphibians

California Red-legged Frog Rana draytonii — Threatened

MANAGED BY
Sacramento Fish And Wildlife Office
San Francisco Bay-delta Fish And Wildlife

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D02D

California Tiger Salamander Ambystoma californiense — Threatened

MANAGED BY
Sacramento Fish And Wildlife Office
San Francisco Bay-delta Fish And Wildlife

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D01T

Crustaceans

Vernal Pool Fairy Shrimp Branchinecta lynchi

Threatened

MANAGED BY
Sacramento Fish And Wildlife Office
San Francisco Bay-delta Fish And Wildlife

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K03G

Vernal Pool Tadpole Shrimp Lepidurus packardi

Endangered

MANAGED BY
Sacramento Fish And Wildlife Office
San Francisco Bay-delta Fish And Wildlife

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K048

Fishes

Delta Smelt Hypomesus transpacificus

Threatened

MANAGED BY
Sacramento Fish And Wildlife Office
San Francisco Bay-delta Fish And Wildlife

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E070

Steelhead Oncorhynchus (=Salmo) mykiss

Threatened

MANAGED BY
Sacramento Fish And Wildlife Office

CRITICAL HABITAT
No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E08D

Flowering Plants

Large-flowered Fiddleneck Amsinckia grandiflora — Endangered

MANAGED BY
San Francisco Bay-delta Fish And Wildlife

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=Q1SU

Palmate-bracted Bird's Beak Cordylanthus palmatus — Endangered

MANAGED BY
Sacramento Fish And Wildlife Office
San Francisco Bay-delta Fish And Wildlife

CRITICAL HABITAT
No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=Q1UT

Insects

Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus — Threatened

MANAGED BY
Sacramento Fish And Wildlife Office
San Francisco Bay-delta Fish And Wildlife

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=I01L

Mammals

Riparian Brush Rabbit Sylvilagus bachmani riparius — Endangered

MANAGED BY
Sacramento Fish And Wildlife Office
San Francisco Bay-delta Fish And Wildlife

CRITICAL HABITAT
No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=A0DN

Reptiles

Giant Garter Snake Thamnophis gigas — Threatened

MANAGED BY
Sacramento Fish And Wildlife Office
San Francisco Bay-delta Fish And Wildlife

CRITICAL HABITAT
No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=C057

Critical Habitats

This location overlaps all or part of the critical habitat for the following species:

Delta Smelt Hypomesus transpacificus

Final designated critical habitat
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E070#crithab

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

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1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
  http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data
  http://www.birdscanada.org/birdmon/default/datasummaries.jsp

The following species of migratory birds could potentially be affected by activities in this location:

Bald Eagle Haliaeetus leucocephalus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008

Black Rail Laterallus jamaicensis — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09A

Burrowing Owl Athene cunicularia — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC

Fox Sparrow Passerella iliaca — Bird of conservation concern
Season: Wintering

Least Bittern Ixobrychus exilis
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B092

Lesser Yellowlegs Tringa flavipes Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MD

Lewis's Woodpecker Melanerpes lewis Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ

Loggerhead Shrike Lanius ludovicianus Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY

Long-billed Curlew Numenius americanus Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06S

Marbled Godwit Limosa fedoa Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0JL

Mountain Plover Charadrius montanus Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B078

Nuttall's Woodpecker Picoides nuttallii Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HT

Oak Titmouse Baeolophus inornatus Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MJ

Peregrine Falcon Falco peregrinus Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FU

Short-eared Owl Asio flammeus Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HD

Swainson's Hawk Buteo swainsoni Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B070

Tricolored Blackbird Agelaius tricolor Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06P

Western Grebe aechmophorus occidentalis — Bird of conservation concern

Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EA

Williamson's Sapsucker Sphyrapicus thyroideus — Bird of conservation concern

Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FX

Yellow-billed Magpie Pica nuttalli — Bird of conservation concern

Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0N8

Wildlife refuges and fish hatcheries

Refuge and fish hatchery data is unavailable at this time.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

There are no wetlands in this location