*PUBLIC REVIEW DRAFT*

# ENVIRONMENTAL IMPACT REPORT

FOR THE

# GOSPEL CENTER RESCUE MISSION NEW LIFE HOMELESS DORMITORY

Stockton, CA

State Clearinghouse (SCH) #2022050393

October 2022

*Prepared for:*

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

*Prepared by:*

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

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345 N. El Dorado St
Stockton, CA 95202
209-937-8561

*Prepared by:*

BaseCamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240
209-224-8213
www.basecampenv.com

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ACRONYMS AND ABBREVIATIONS USED IN THIS DOCUMENT

| | |
|---|---|
| AB | Assembly Bill |
| APN | Assessor's Parcel Number |
| ARB | California Air Resources Board |
| BMP | Best Management Practice |
| CalEEMod | California Emissions Estimator Model |
| CalEnviroScreen | California Communities Environmental Health Screening Tool |
| CalEPA | California Environmental Protection Agency |
| Cal Fire | California Department of Forestry and Fire Protection |
| CALGreen | California Green Building Standards Code |
| Caltrans | California Department of Transportation |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| CERCLA | Comprehensive Environmental Response Compensation and Liability Act |
| CESA | California Endangered Species Act |
| CNDDB | California Natural Diversity Data Base |
| CO | carbon monoxide |
| $CO_2e$ | carbon dioxide equivalent |
| Corps | U.S. Army Corps of Engineers |
| CUPA | Certified Unified Program Agency |
| dB | decibel |
| dBA | A-weighted decibel |
| DTSC | California Department of Toxic Substances Control |
| DWR | California Department of Water Resources |
| EIR | Environmental Impact Report |
| EPA | U. S. Environmental Protection Agency |
| ESA | Endangered Species Act (federal) |
| FEMA | Federal Emergency Management Agency |
| GAMAQI | Guide for Assessing and Mitigating Air Quality Impacts |
| GHG | greenhouse gas |
| GSA | Groundwater Sustainability Agency |
| IPCC | United Nations Intergovernmental Panel on Climate Change |
| kWh | kilowatt hours |
| $L_{dn}$ | Day-Night Average Sound Level |
| $L_{eq}$ | Equivalent Sound Level |
| LOS | Level of Service |
| LUSD | Livingston Union School District |
| MCAG | Merced County Association of Governments |

| | |
|---|---|
| mgd | million gallons per day |
| MID | Merced Irrigation District |
| MRZ | Mineral Resource Zone |
| MS4 | Municipal Separate Storm Sewer System |
| MUHSD | Merced Union High School District |
| $NO_x$ | nitrogen oxides |
| NOP | Notice of Preparation |
| NPDES | National Pollutant Discharge Elimination System |
| OPR | Governor's Office of Planning and Research |
| PM | particulate matter |
| $PM_{10}$ | particulate matter 10 micrometers or less in diameter |
| $PM_{2.5}$ | particulate matter 2.5 micrometers or less in diameter |
| RCRA | Resource Conservation and Recovery Act |
| ROG | reactive organic gases |
| RTP | Regional Transportation Plan |
| RWQCB | Regional Water Quality Control Board |
| SB | Senate Bill |
| SCS | Sustainable Communities Strategy |
| SJVAPCD | San Joaquin Valley Air Pollution Control District |
| SR | State Route |
| SWMP | Storm Water Management Program |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| USFWS | U.S. Fish and Wildlife Service |
| UWMP | Urban Water Management Plan |
| VMT | vehicle miles traveled |

# 1.0 INTRODUCTION

## 1.1 PROJECT AND EIR OVERVIEW

This document is an Environmental Impact Report (EIR) for the Gospel Center Rescue Mission, Inc.'s (GCRM) 178-bed Homeless New Life Dormitory Men's Home project (project) on South San Joaquin Street in Stockton. California. The project would replace 19 existing beds in two existing buildings on one existing lot at 429-431 and 435-437 South San Joaquin (Figures 1-1 to 1-5). This EIR has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). For the purposes of CEQA, the City of Stockton (City) is the Lead Agency for the project.

This EIR evaluates the potential environmental effects of the project, which is the demolition of two 117-year old buildings and construction of a new 144-bed, three-story residential building and associated improvements on the 0.21-acre project site; up to 178 beds of capacity can be provided under pandemic or other overflow conditions. The building would include primarily dormitory rooms together with common restrooms and community facilities including meeting rooms, classrooms, laundry, elevator and lobby. A dayroom, gym and computer center would be located on the third floor. Site improvements would include pedestrian ways. The project would connect to existing City water, wastewater and storm drainage lines in the adjoining street. Food and social services to residents would be provided from adjacent existing GCRM facilities.

The project would require approval of an Administrative Use Permit by the Stockton Planning Commission and Site Plan/Design Review and parking waiver at the staff level.

## 1.2 PROJECT BACKGROUND

The Gospel Center Rescue Mission is a non-profit corporation that has been providing transient housing, meals and other support to homeless and addicted persons in central Stockton since 1940. Among its other support programs, GCRM's New Life Program provides two-year and longer transitional housing for both men and women; New Life Phase 1 provides a range of services supporting transition from addiction to recovery, including spiritual needs, emotional and physical health classes, work therapy and positive community activities. Phase 2 and 3 of the program provide continuing opportunities for community service, employment and vocational training, education and transitional housing leading to sustainable permanent housing.

Like many larger cities in California, the City of Stockton and a number of associated non-profit agencies including the Stockton Shelter for the Homeless, GCRM, the Stoctkton Women's Shelter and several other smaller agencies described in the Stockton Housing Element Background Report are actively addressing what Governor Gavin

Newsom termed a homelessness crisis in his 2020 and 2021 "State of the State Addresses."

The City of Stockton has seen a significant rise in the homeless population over the last several years. According to the San Joaquin County Continuum of Care Point in Time Count completed in January 2019, Stockton contributed to 58% of the County's unsheltered homeless population, with a total count of 921, 65% being male. The same count generated in January 2017 reported the same demographic as a total count of 567. (SJCoC, 2019)

With the renewed availability of state and federal funding that was projected, GCRM has renewed its plans to augment its other housing and services with the proposed homeless dormitory. This would be accomplished by demolishing two existing buildings to be replaced by the new 3 story, ADA accessible, elevator-equipped dormitory.

Once completed, the project will raise the homeless bed capacity at GCRM and create the largest men's long-term (over 6 months) homeless regeneration single campus/city program in northern California to complement one of the largest similar programs for women and children in America.

## 1.3 EIR REQUIREMENTS AND PROCESSING UNDER CEQA

CEQA, enacted in 1970, requires that public agencies document and consider the potential environmental effects of the agency's actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as related activities that involve public agency approvals or funding. The proposed project, including site approvals and development, is considered a project as defined by CEQA.

This EIR has been prepared in accordance with the requirements of CEQA and the State CEQA Guidelines (California Code of Regulations Title 14, Chapter 3). The CEQA Guidelines contain advisory and mandatory requirements for the application of CEQA to development projects. CEQA requires the designation of a "lead agency" for a project. As defined in the CEQA Guidelines, the lead agency is the public agency that has the principal responsibility for carrying out or approving a project. Since the City has approval authority over the proposed project, it is the lead agency for CEQA purposes.

An EIR is intended to inform decision-makers and the public about the potentially significant adverse environmental effects of a project and to describe mitigation measures that would reduce or avoid these effects. This EIR generally follows the sequence of the latest Environmental Checklist in CEQA Guidelines Appendix G in the analysis of project impacts on environmental issues. The EIR includes consideration of cumulative impacts, growth-inducing impacts, irreversible environmental effects, and alternatives to the proposed project as required by CEQA.

Proposed demolition of the two existing buildings on the site may result in a significant effect on the environment (CEQA Guidelines 150645(b). Best available mitigation may not reduce the potential effect to a less than significant level; therefore, the project applicant has elected to proceed with the preparation of this EIR.

## 1.4 CEQA PROCEDURES FOR THE EIR

On May 23, 2021, the City circulated a Notice of Preparation (NOP) inviting comments from interested agencies and the public as to environmental concerns that should be considered in the EIR.

The NOP was received and published by the State Clearinghouse on May 23, 2022, and the 30-day NOP comment period closed on June 21, 2022. Appendix A contains the NOP and letters received during the comment period from agencies and interested persons. Table 1-1 summarizes the content of these comment letters.

TABLE 1-1
NOP LETTERS RECEIVED

| # | Date | Commenter | Concern |
|---|---|---|---|
| 1 | 6/7/22 | SJC Environmental Health | Advise of permit requirements for geotechnical drilling |
| 2 | 5/24/22 | SJCOG Habitat | Advises of required participation in SJMSCP |
| 3 | 5/25/22 | Comcast | Provided maps of nearby facilities |
| 4 | 6/17/22 | RWQCB | Advises of potentially applicable WQ requirements |
| 5 | 6/15/22 | SJVAPCD | Regulatory requirements. No project-specific concern |

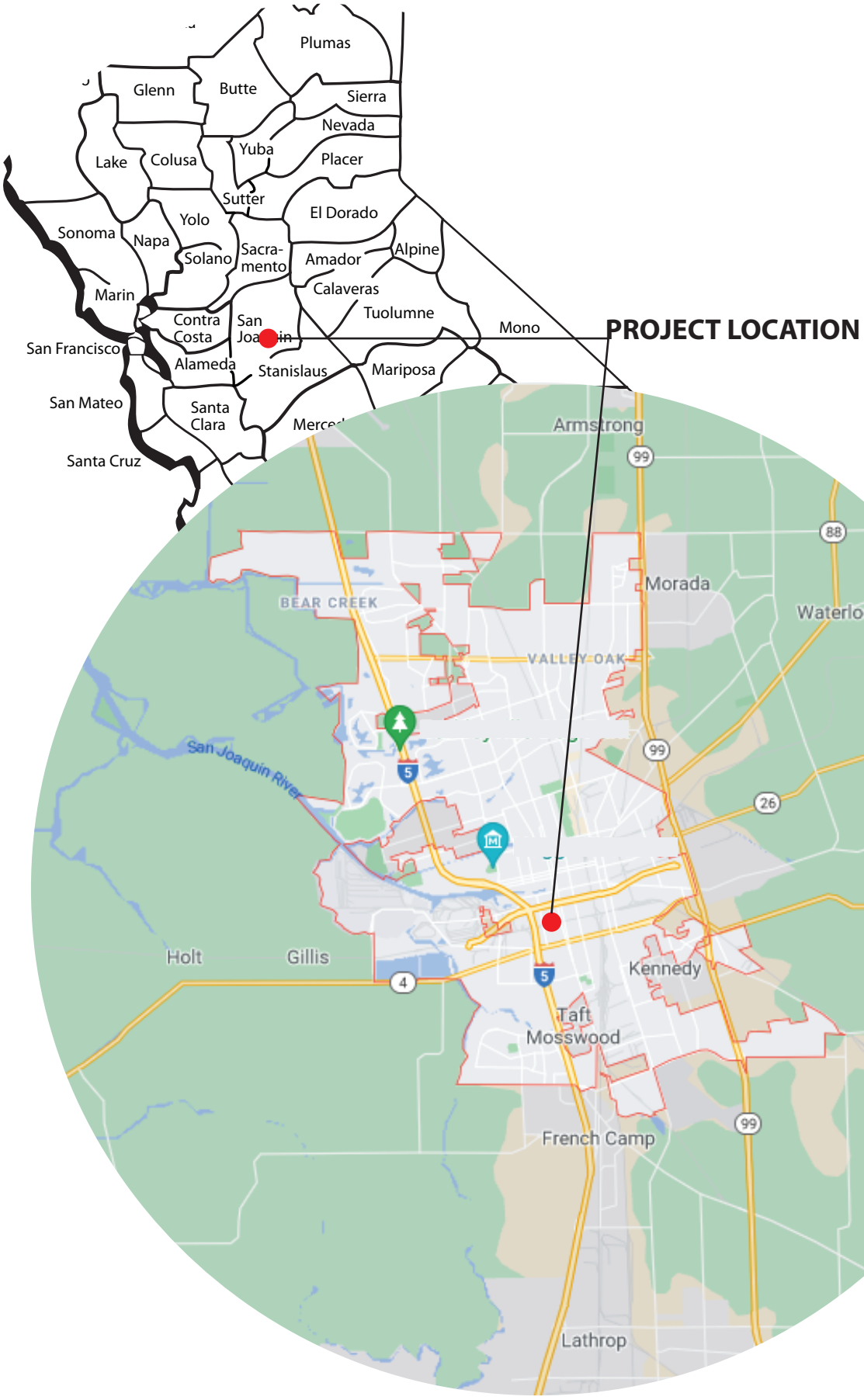
With the release of this Public Review Draft EIR and accompanying Notice of Availability, regulatory agencies and members of the public will have the opportunity to comment on the adequacy of the environmental review during a 45-day review period. After the close of the public review period, the City will provide written responses to the comments received, and these responses will be published in a Final EIR.

Prior to a decision on the project, the City decision-makers must first certify that 1) the Final EIR was completed in compliance with the provisions of CEQA, 2) the City has reviewed and considered the information in the Final EIR, and 3) the Final EIR reflects the independent judgment of the City on the environmental impacts of the project. The City is also required to make specific findings related to each of the significant effects identified in the EIR as specified in Sections 15091-15093 of the CEQA Guidelines. If mitigation measures are included in the Final EIR, the City also must adopt a Mitigation Monitoring and Reporting Program that will ensure the mitigation measures are implemented.

In accordance with CEQA Guidelines Section 15163(c), this EIR is available for public review and comment at the locations and between the dates specified in the NOA, located

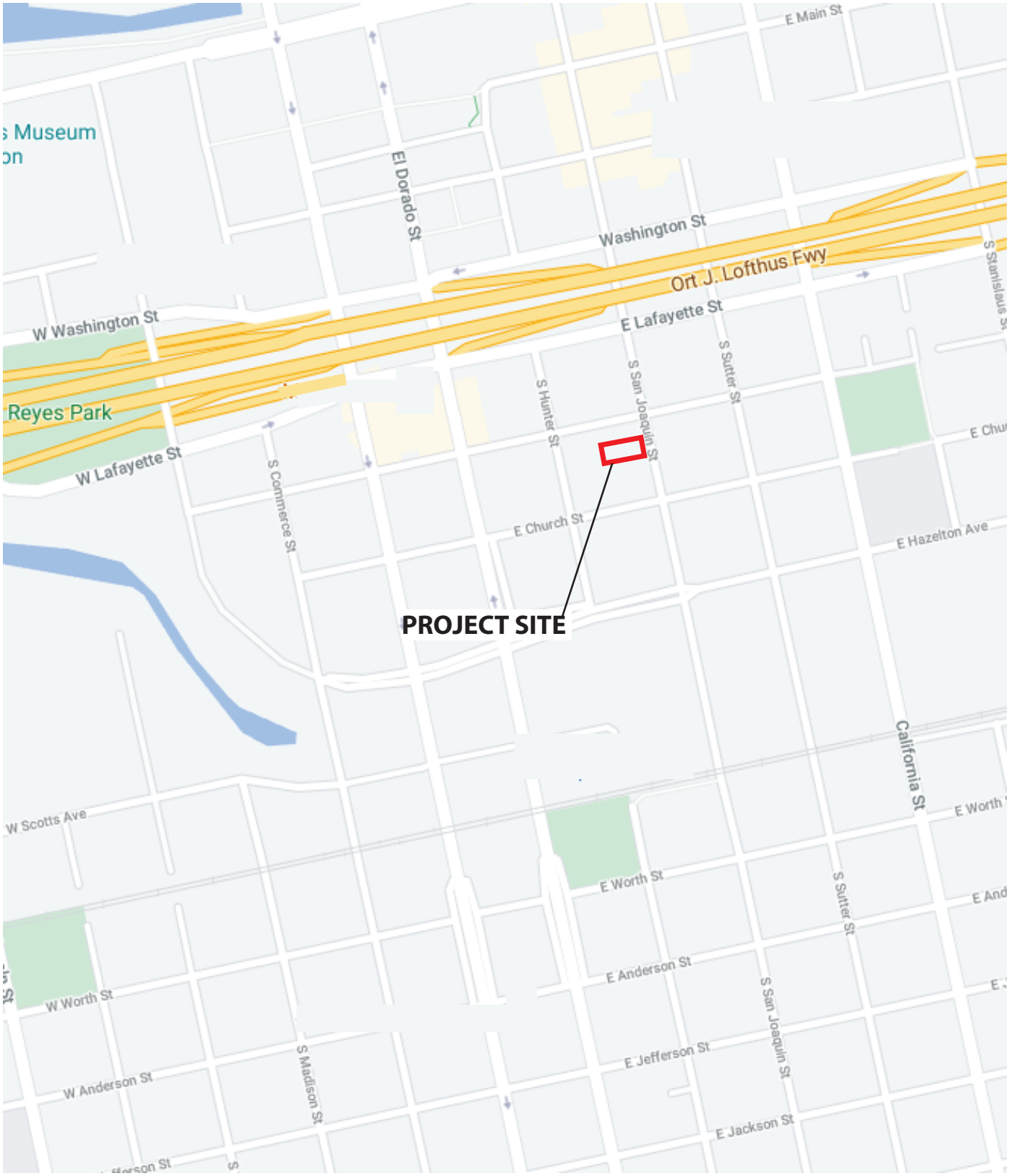
inside of the cover of this document. Any comments or questions regarding this EIR should be submitted to the City at the following address before the close of the public review period:

City of Stockton
Community Development Department
Attention: Nicole Moore, LEED-AP
345 North El Dorado Street
Stockton, CA 95202
nicole.moore.ctr@stocktonca.gov




BaseCamp Environmental

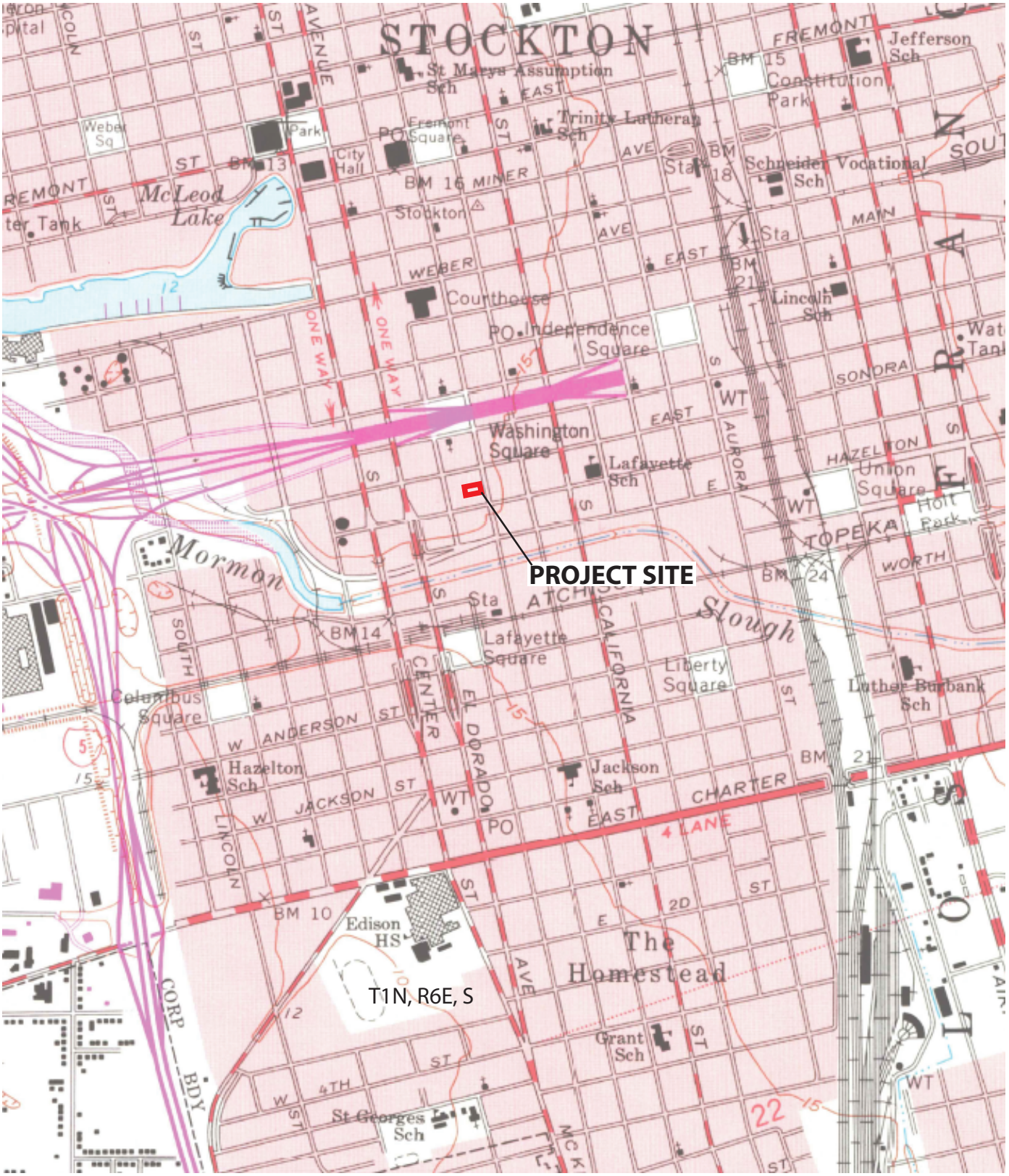
Figure 1-1
REGIONAL PROJECT LOCATION




SOURCE: Google Earth

BaseCamp Environmental

Figure 1-2
STREET MAP




**SOURCE:** Stockton West USGS Map, 1968, T1N, R6E. No Section number exists for this site


**SOURCE:** Google Earth

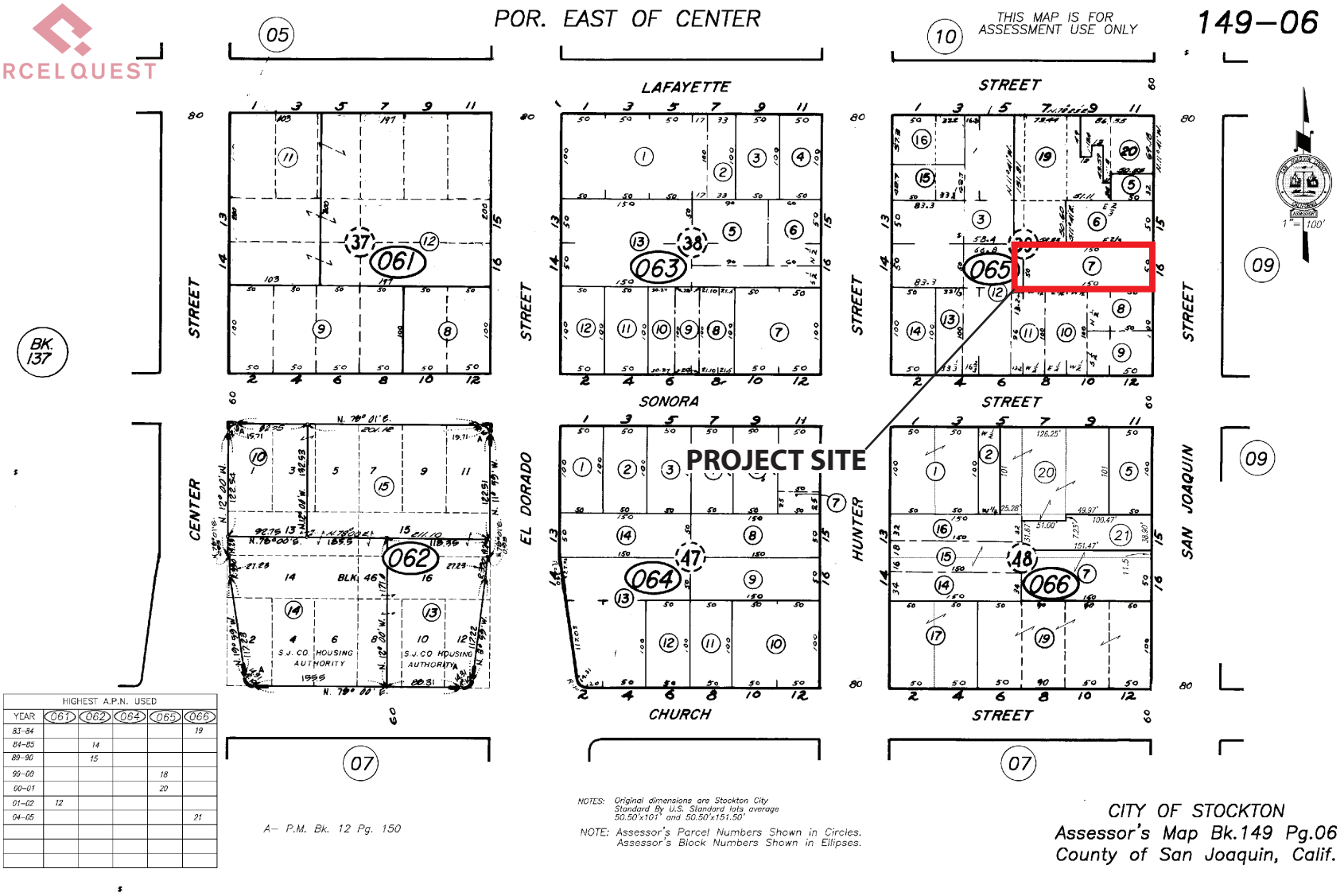





Figure 1-5
ASSESSOR PARCEL MAP

# 2.0 SUMMARY

## 2.1 PROJECT DESCRIPTION

The project site is located at 429-431 and 435 to 437 S. San Joaquin Street in the City of Stockton. The proposed project includes the demolition of two existing buildings and construction of a three-story dormitory for homeless people. The proposed dormitory would include 14,577 square feet of floor area which would provide sleeping rooms accommodating one to four beds, a classroom or common area, common rest-shower rooms, commercial and resident laundry, computer center, counseling offices, janitorial-supply room and either a classroom or recreation room on each floor. Utility services would be extended to the site from existing City water, sewer, storm drain and public utility lines in S. San Joaquin Street. An elevator would provide ADA access throughout the building. The building would be capable of accommodating up to 178 homeless persons under pandemic or other overflow conditions.

The proposed dormitory is consistent with the current Stockton General Plan designation of Commercial, and the current zoning of CG General Commercial. The project could require City approval of a Use Permit. The project development would also require Site Plan/Design Review and parking waiver that would be issued at the staff level.

## 2.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The potentially significant impacts of the project, and the mitigation measures proposed to minimize these effects, are shown in Table 2-1 at the end of this chapter. Table 2-1 provides an indication of the significance of impacts, both before and after application of available mitigation measures. With proposed mitigation measures, all the potentially significant impacts of the project would be reduced to a level that is less than significant with the exception of one cultural resources effect which is considered significant and unavoidable.

## 2.3 AREAS OF CONTROVERSY

A NOP for this EIR was issued with a request for comment from public agencies and interested persons. Table 1-1 lists the five comment letters received in response to the NOP. Responses to the NOP advised the City of various regulatory requirements, which are discussed in this EIR. The responses did not raise any substantive environmental issues or concerns.

## 2.4 SUMMARY OF ALTERNATIVES

Chapter 18.0, Alternatives, identifies and discusses reasonable alternatives to the proposed project. Only one such alternative was identified – the No Project Alternative. The alternatives analysis briefly considered but declined further analysis of Alternative Sites, Alternative Site Design and a Reduced Development Alternative.

The No Project Alternative would eliminate or avoid the potential environmental effects of the proposed project, including the demolition of two existing buildings on the site. However, the No Project Alternative would not meet the objectives of the proposed project in terms of providing shelter for homeless persons. It is likely that the existing buildings on the site will need to be demolished whether or not the project is approved.

## 2.5 SUMMARY OF OTHER CEQA ISSUES

Chapter 19.0, Other CEQA Issues, discusses significant environmental impacts of the project that cannot be avoided or mitigated to a level that would be less than significant. One significant and unavoidable environmental effect is identified in the EIR: the loss of historical resources with the proposed demolition of two existing residential buildings.

Irreversible environmental commitments associated with the project were analyzed. The project would involve the irreversible commitment of construction materials to the construction of building and supporting infrastructure. These materials would not be used in highly significant or unusual quantities when compared to similar projects and would be obtained from existing commercial sources. The project site has already been committed to urban use, which would be unchanged by the project.

The potential growth-inducing impacts of the project were evaluated. The proposed project is within a developed urban area, and existing infrastructure is available. The project would help meet existing shelter needs for homeless persons, which are a significant presence in the project area. The project is not expected to encourage any other new development in the area. The project would not have a growth-inducing impact.

Although not incorporated as part of CEQA, the State of California has recently emphasized the incorporation of environmental justice in land use and environmental planning. The project site is within Census Tract 6077000700, which is defined as a disadvantaged community; thus, environmental impacts in this area could involve potential environmental justice issue. This EIR does not identify any potential environmental impacts that could affect members of the disadvantaged community. By increasing the availability of shelter for homeless persons, the project would have beneficial impacts for the population in the area.

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| **4.0 AESTHETICS AND VISUAL RESOURCES** | | | |
| Impact AES-1: Scenic Vistas. There are no scenic vistas within the project area. | NI | None required. | - |
| Impact AES-2: Scenic Resources. There are no significant scenic resources on the project site. | LS | None required. | - |
| Impact AES-3: Visual Character and Quality. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact AES-4: Light and Glare. This issue area will have a less than significant effect on the project site. | LS | None required. | . |
| **5.0 AIR QUALITY** | | | |
| Impact AIR-1: Consistency with Air Quality Plans and Standards. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact AIR-2: Exposure of Sensitive Receptors to Pollutants. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact AIR-3: Odors and Other Emissions. This project area will have no impact. | NI | None required. | - |
| **6.0 BIOLOGICAL RESOURCES** | | | |
| Impact BIO-1: Special-Status Species and Habitats. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact BIO-2: Riparian and Other Sensitive Habitats. This issue area will have a less than significant effect on the project site. | LS | None required. | - |



Notes: PS = Potentially Significant, LS = Less than Significant, NI = No Impact, NA = Not Applicable

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| Impact BIO-3: Waters of the U.S. and Wetlands. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact BIO-4: Fish and Wildlife Migration. This issue area will have a less than significant effect on the project site. | LS | None required | - |
| Impact BIO-5: Local Biological Resource Policies and Ordinances. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact BIO-6: Habitat Conservation Plans. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| **7.0 CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES** | | | |
| Impact CULT-1: Historical Resources. This is a potentially significant issue area. | PS | CULT-1: GCRM shall take reasonable steps to make the two residential buildings on the site available for acquisition and relocation prior to demolition, provided that all costs, insurance, permitting and other related requirements will be borne by the buyer.<br><br>CULT-2: GCRM will complete required HABS documentation for the two existing buildings and submit the documentation to the City for review and a determination as to where and how the documentation should be filed. | Significant Unavoidable |
| Impact CULT-2: Archaeological Resources. This is a potentially significant issue area. | PS | CULT-3: If any subsurface cultural resources are encountered during construction of the project, all construction activities within 50 feet of the encounter shall be halted until a qualified archaeologist can examine these materials, determine their significance, and if significant recommend further mitigation measures that would reduce potential effects to a level that is less than significant. Recommended mitigation measures could include, but are | LS |



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| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | not limited to, 1) preservation in place, or 2) excavation, recovery, and curation by qualified professionals. The City of Stockton Community Development Department shall be notified, and the project developer shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the City's Community Development Department, consistent with the requirements of the CEQA Guidelines.<br><br>CULT-4: If burial resources or tribal cultural resources are discovered, the archaeologist and/or City shall notify the appropriate tribal representative, who may examine the materials with the archaeologist and advise the City as to their significance.<br><br>The archaeologist, in consultation with the tribal representative if contacted, shall recommend mitigation measures needed to reduce potential cultural resource effects to a level that is less than significant in a written report to the City, with a copy to the tribal representative. The City shall be responsible for implementing the report recommendations. Avoidance is the preferred means of disposition of tribal cultural resources. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City. | |
| Impact CULT-3: Human Burials. This is a potentially significant issue area. | PS | CULT-5: If project construction encounters evidence of human burial or scattered human remains, the contractor shall immediately notify the County Coroner and the Stockton Community Development Department. On advice from the NAHC, the Community Development Department notify the appropriate tribal representatives and other federal and State agencies as required. The City will be responsible for compliance with the requirements of California Health and | LS |



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| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | Safety Code Section 7050.5 and with any direction provided by the County Coroner.<br><br>CULT-6: If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission, which will notify and appoint a Most Likely Descendant. The Most Likely Descendant shall work with the City and a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects in accordance with California Public Resources Code Sections 5097.98 and 5097.991. Avoidance is the preferred means of disposition of the burial resources. | |
| Impact CULT-4: Tribal Cultural Resources. This is a potentially significant issue area. | PS | CULT-7: If any subsurface archaeological resources, including human burials and associated funerary objects, are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified archaeologist can examine these materials and evaluate their significance. The City shall be immediately notified in the event of a discovery. If burial resources or tribal cultural resources are discovered, the City shall notify the appropriate tribal representative, who may examine the materials with the archaeologist and advise the City as to their significance.<br><br>The archaeologist, in consultation with the tribal representative if contacted, shall recommend mitigation measures needed to reduce potential cultural resource effects to a level that is less than significant in a written report to the City, with a copy to the tribal representative. The City shall be responsible for implementing the report recommendations. Avoidance is the preferred means of disposition of tribal cultural resources. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting | LS |



Notes: PS = Potentially Significant, LS = Less than Significant, NI = No Impact, NA = Not Applicable

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | mitigation efforts in written reports to the City. | |
| 8.0 GEOLOGY AND SOILS | | | |
| Impact GEO-1: Faulting and Seismicity. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact GEO-2: Other Geologic Hazards. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact GEO-3: Soil Erosion. This issue area will have a less than significant effect on the project site. | LS | None required | - |
| Impact GEO-4: Expansive Soils. This project area will have no impact. | NI | None required. | - |
| Impact GEO-5: Paleontological Resources and Unique Geological Features. This is a potentially significant issue area. | PS | GEO-1: If any subsurface paleontological resources are encountered during construction of the project, all construction activities within 50 feet of the encounter shall be halted until a qualified paleontologist can examine these materials, determine their significance, and if significant recommend further mitigation measures that would reduce potential effects to a level that is less than significant. Recommended measures could include, but are not limited to, 1) preservation in place, or 2) excavation, recovery, and curation by qualified professionals. The City of Stockton Development Department shall be notified, and the project developer shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the City's Community Development Department, consistent with the requirements of the CEQA Guidelines. | LS |


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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| Impact GEO-6: Access to Mineral Resources. This project area will have no impact. | NI | None required. | - |
| **9.0 GREENHOUSE GAS EMISSIONS** | | | |
| Impact GHG-1: Project GHG Emissions and Consistency with Applicable Plans and Policies. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| **10.0 HAZARDS AND HAZARDOUS MATERIALS** | | | |
| Impact HAZ-1: Hazardous Material Transportation, Use, and Storage. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact HAZ-2: Hazardous Material Releases. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact HAZ-3: Hazardous Material Sites. This is a potentially significant issue area. A Phase I Environmental Site Assessment (ESA) was prepared for the project site. | PS | HAZ-1: Upon building removal, exposed soils adjacent to the structures shall be analyzed for lead and chlorinated pesticides in comparison to the applicable standard. Soil exceeding allowable contamination standards shall be remediated in accordance with a Phase II study.<br><br>HAZ-2: If warranted by soil testing results, a Phase II Environmental Site Assessment shall be conducted to determine the location and extent of soil contamination and exceedance of applicable regulatory standards, and to make recommendations for remediation of any contamination determined to present a potential risk to human health. All recommendations shall be implemented prior to the start of building construction. | LS |



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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| Impact HAZ-4: Airport Hazards. This project area will have no impact. | NI | None required. | - |
| Impact HAZ-5: Interference with Emergency Vehicle Access and Evacuations. This is a potentially significant issue area. | PS | HAZ-3: Prior to project construction involving work in off-site streets, the contractor shall coordinate with the City Department of Public Works and the Stockton Police Department and the Stockton Fire Department if construction will require road closures or lane restrictions. | LS |
| Impact HAZ-6: Wildfire Hazards. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| **11.0 HYDROLOGY AND WATER QUALITY** | | | |
| Impact HYDRO-1: Surface Water Resources and Quality. This issue area will have a less than significant effect on the project site. | LS | None required | - |
| Impact HYDRO-2: Groundwater Resources. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact HYDRO-3: Drainage Patterns and Runoff. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact HYDRO-4: Flood Hazards. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact HYDRO-5: Seiche, Tsunami, and Mudflow Hazards. This project area will have no impact. | NI | None required. | - |



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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| **12.0 LAND USE, AGRICULTURE, AND POPULATION** | | | |
| Impact LUP-1: Division of Communities. This project area will have no impact. | NI | None required. | - |
| Impact LUP-2: Conflict with Applicable Plans, Policies, and Regulations. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact LUP-3: Conversion of Farmland. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact LUP-4: Agricultural Zoning and Williamson Act. This project area will have no impact. | NI | None required. | - |
| Impact LUP-5: Indirect Conversion of Agricultural Lands. This project area will have no impact. | NI | None required. | - |
| Impact LUP-6: Inducement of Unplanned Population Growth. This project area will have no impact. | NI | None required. | - |
| Impact LUP-7: Displacement of Housing and People. This project area will have no impact. | NI | None required. | - |
| **13.0 NOISE** | | | |
| Impact NOISE-1: Generation of or Exposure to Noise Levels in Excess of Standards – Project Operations. This issue area will have a less than significant effect on the project site. | LS | None Required | - |
| Impact NOISE-2: Project Construction Noise. This is a potentially significant issue area. | PS | NOISE-1: Project construction shall be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. No construction shall occur on Sundays or national holidays without prior approval from the Community Development Director. | LS |



Notes: PS = Potentially Significant, LS = Less than Significant, NI = No Impact, NA = Not Applicable

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | NOISE-2: All equipment used on the construction site during all project phases shall be fitted with mufflers in accordance with manufacturers' specifications. Mufflers shall be installed on the equipment at all times on the construction site. | |
| Impact NOISE-3: Groundborne Vibrations. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact NOISE-4: Airport and Airstrip Noise. This project area will have no impact. | NI | None required. | - |
| **14.0 PUBLIC SERVICES AND RECREATION** | | | |
| Impact PSR-1: Fire Protection Service. This is a potentially significant issue area. | PS | SERV-1: The developer shall incorporate water supply and other fire suppression and emergency access/response needs in the proposed project design and shall provide for adequate fire control during construction in coordination with the Fire Department. | LS |
| Impact PSR-2: Police Protection. This is a potentially significant issue area. | PS | SERV-2: The developer shall coordinate with the Stockton Police Department as required to establish adequate security and visibility of the construction site. Measures that the Police Department may require include, but are not limited to, secured fencing around the project site, a licensed uniformed security guard present when the project site is not active, or video surveillance 24 hours per day. | - |
| Impact PSR-3: Schools. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact PSR-4: Parks and Recreational Facilities. This issue area will have a less than significant effect on the | LS | None required. | - |



Notes: PS = Potentially Significant, LS = Less than Significant, NI = No Impact, NA = Not Applicable

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| project site. | | | |
| Impact PSR-5: Other Public Facilities. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| **15.0 TRANSPORTATION** | | | |
| Impact TRANS-1: Conflict with Traffic Plans, Ordinances, and Policies. This issue area will have a less than significant effect on the project site. | LS | None required | - |
| Impact TRANS-2: Conflicts with Non-Motor Vehicle Transportation Plans This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact TRANS-3: Consistency with CEQA Guidelines Section 15064.3(b). This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact TRANS-4: Safety Hazards. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact TRANS-5: Emergency Access. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| **16.0 UTILITIES AND ENERGY** | | | |
| Impact UTIL-1 Wastewater Services and Facilities. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact UTIL-2: Water Services and Facilities. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact UTIL-3: Stormwater Services and Facilities. This project area will have no impact. | NI | None required. | - |



Notes: PS = Potentially Significant, LS = Less than Significant, NI = No Impact, NA = Not Applicable

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| Impact UTIL-4: Solid Waste. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact UTIL-5: Energy and Telecommunications Facilities. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| Impact UTIL-6: Project Energy Consumption. This issue area will have a less than significant effect on the project site. | LS | None required. | - |
| **17.0 CUMULATIVE IMPACTS** | | | |
| | | Cumulative impacts are discussed in Chapter 18.0 of the EIR. The project would not involve any considerable contributions to Significant Cumulative Impacts. These impacts are deemed less than significant. | |



Notes: PS = Potentially Significant, LS = Less than Significant, NI = No Impact, NA = Not Applicable

# 3.0 PROJECT DESCRIPTION

## 3.1 PROJECT LOCATION

The Gospel Center Rescue Mission's (GCRM) proposed Homeless New Life Dormitory is located at 429-431 and 435 to 437 S. San Joaquin Street in Stockton, California (see Figures 1-1 to 1-5). The project site consists of one parcel, identified as Assessor Parcel Number (APN) 149-066-070. The site is shown in an un-sectioned portion of U.S. Geological Survey's Stockton West, California, 7.5-minute quadrangle map as being within Township 1 North and Range 6 East of the Mt. Diablo Base and Meridian. The approximate latitude and longitude of the project site is 37º 56' 55" North and 121º 17' 11" West, respectively.

## 3.2 PROJECT OBJECTIVES

Homelessness in Stockton is a significant problem being addressed by the City and several non-profit agencies including the GCRM. The need for beds greatly exceeds availability. GCRM currently operates a total of 225 women's and 131 men's homeless beds at other sites in the project vicinity but can only meet a portion of the community need for housing.

The objective of the proposed New Life Men's Building project is to expand existing housing availability and support opportunities for homeless persons by construction of the proposed dormitory building at 435 South San Joaquin Street. Expansion of bed capacity will allow GCRM to extend sleeping quarters and facilitate other services provided by GCRM including medical care, counseling and other services to men committed to recovering from addiction.

Proposed building construction requires demolition of the two buildings; building demolition is integral to the project objectives. The two existing buildings provide a total of 19 existing beds that would be replaced by the proposed facility. These buildings are unsuitable for client use. As shown in Figure 3-5, the two buildings are old and in poor condition and never intended to serve handicapped clients. The existing buildings are difficult to clean, maintain and is constantly in need of repairs to their structural and mechanical systems.

## 3.3 PROJECT DETAILS

The proposed project includes the demolition of two existing residential structures and the construction of one new three story 144-bed homeless persons shelter building. Additional project components include pedestrian circulation and utility improvements.

Figure 3-1 shows the project site plan. Figures 3-2 through 3-4 show the typical floor plan and exterior appearance of the building.

The proposed building would provide a total of approximately 14,577 square feet of floor area including sleeping rooms accommodating from one to four beds, a classroom or common area, common rest-shower rooms, commercial and resident laundry, computer center, counseling offices, janitorial-supply room and either a classroom or recreation room on each floor. An elevator would provide ADA access throughout the building. The normal capacity of the building would be 144 persons, but additional overflow capacity of up to 178 beds can be accommodated for disaster relief or winter shelter

Non-building portions of the site would consist of required adjacent building offsets, pedestrian ways, no parking areas, and no landscaping. Utility services would be extended to the site from existing City water, sewer, storm drain and public utility lines in S San Joaquin Street.

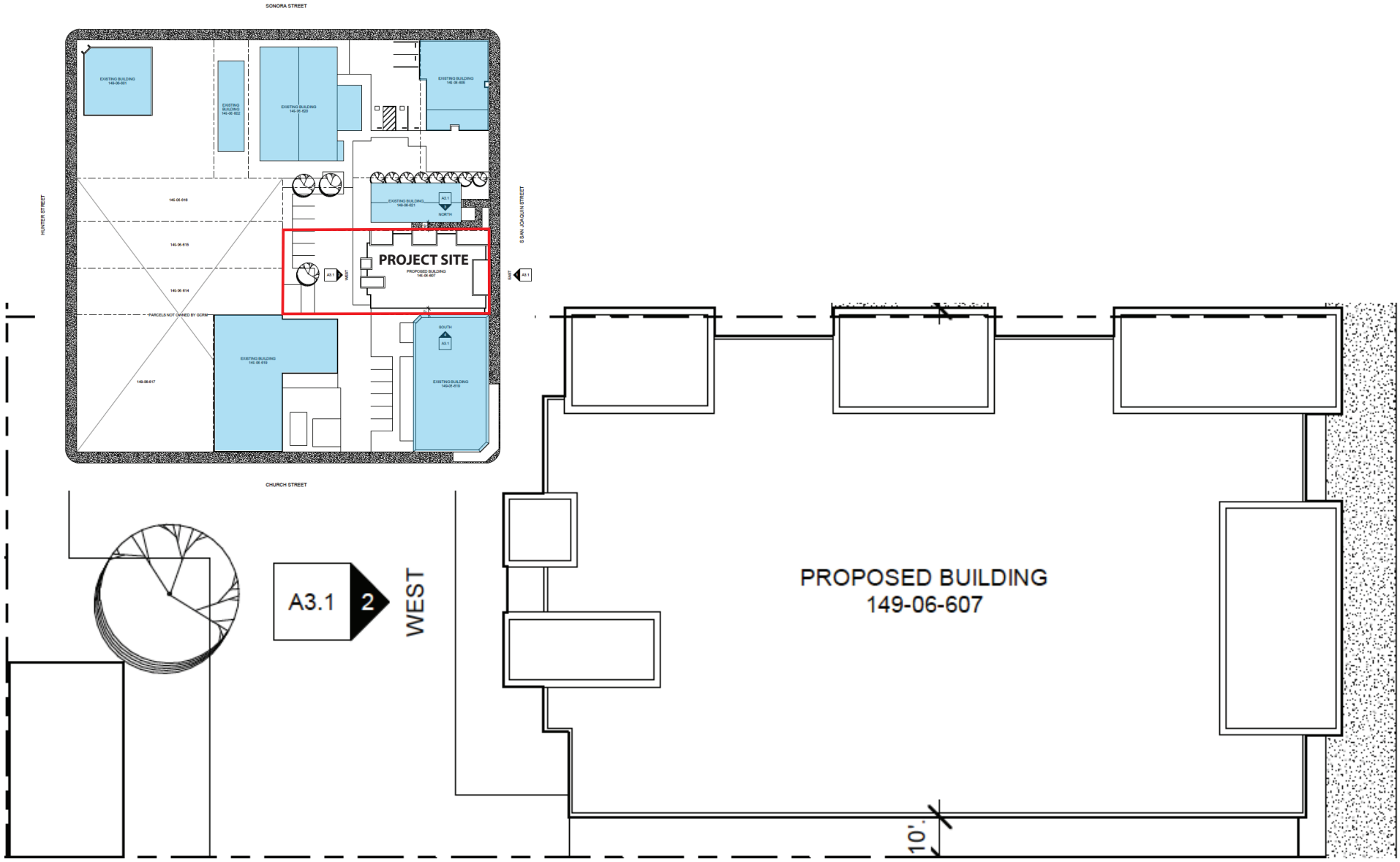
Project architecture features vertical and horizontal variations in wall surfaces, materials and color, and a range of complementary exterior finishes including splitface CMU on the ground floor, and brick and stucco on the second and third floors.

The existing site and vicinity are shown in photos included in Chapter 4.0. The appearance and design of the proposed building are shown in Chapter 3.0 together with proposed exterior finishes also shown in the appendix.

During construction replacements for the 19 existing beds would be provided elsewhere on the GCRM campus.

## 3.4 PERMITS AND APPROVALS

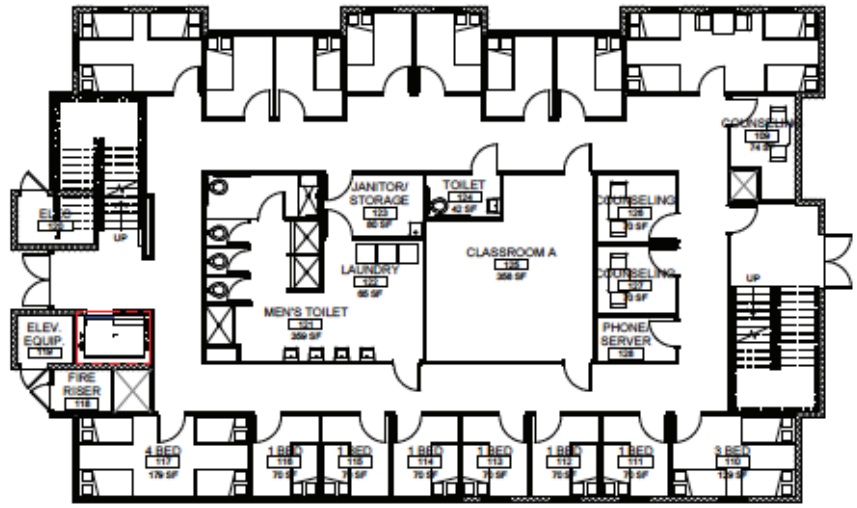
The proposed men's facility is consistent with the current Stockton General Plan designation of Commercial, and it is permitted under the current zoning CG – General Commercial with a Commission Use Permit, which requires the approval of the Stockton Planning Commission. Specific development standards for emergency shelters are established in Section 16.80.155 of the Stockton Development Code. Homeless shelters are permitted "by right" only in the IL and IG industrial and PF Public Facilities zones. The project would require Design Review approval which is granted at the staff level as a non-discretionary approval.



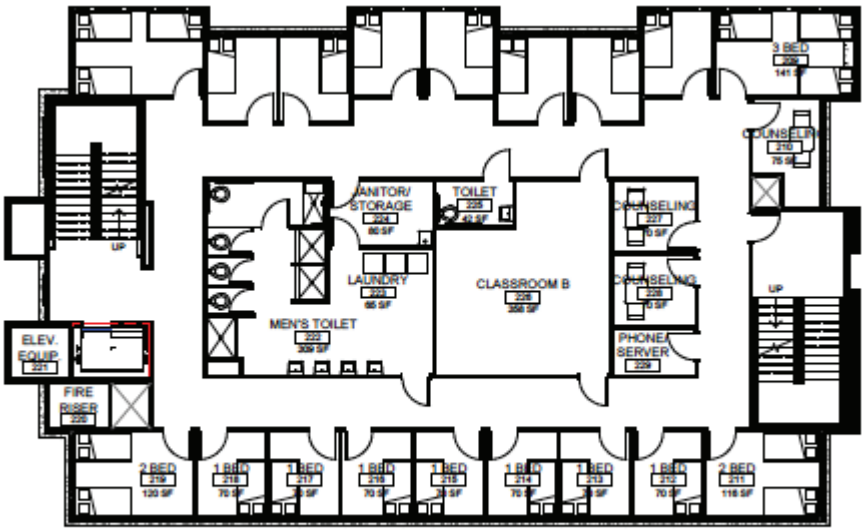

**SOURCE:** WMB Architects



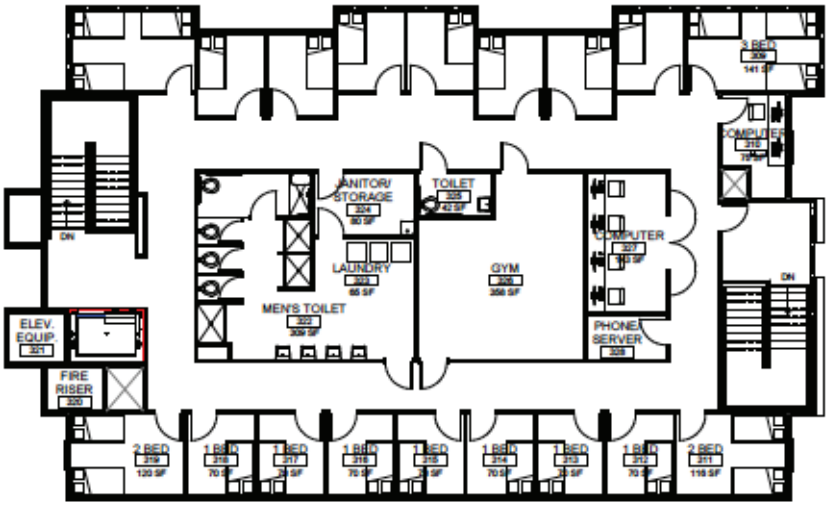
Figure 3-1
PROJECT SITE




FIRST FLOOR PLAN
1/8" = 1'-0"




SECOND FLOOR PLAN
1/8" = 1'-0"




THIRD FLOOR PLAN
1/8" = 1'-0"

BaseCamp Environmental

**SOURCE:** WMB Architects

Figure 3-2
FLOOR PLANS




**SOURCE:** WMB Architects

Figure 3-3
ELEVATIONS

**SOURCE:** WMB Architects



Figure 3-4
ARCHITECTUAL RENDERINGS

Concerns include exposed plumbing, building foundation settling, siding deterioration and single pane aluminum windows

Concerns include wooden first floor exterior stairs, additional exposed plumbing
Front, second story stairs are wood

Concerns include front porch foundation settling and wood single pane windows

Corncerns about rimary, rear second floor stairs which are wooden

SOURCE : GOSPEL CENTER RESCUE MISSION

# 4.0 AESTHETICS AND VISUAL RESOURCES

## ENVIRONMENTAL SETTING

### Aesthetics/Visual Resource Background

Aesthetic values and sensitivity vary significantly from person to person, which makes aesthetic and visual resource impacts challenging to assess. The following analysis provides a qualitative assessment of the project's effect on aesthetic and visual resource values.

Visual/aesthetic values of a geographic area are a function of the character of the landscape or built environment, the distance between the affected landscape and viewers, and the number and sensitivity of those viewers to change. Landscape or built environment character may be defined as distinctive, common, or minimal; "distinctive" viewscapes in urban areas being those with unique or aesthetically pleasing design or landscaping elements. View distance in urban areas is generally a foreground area. Viewer sensitivity is related to the nature and expectations of users. Areas of high sensitivity could include recreation sites, scenic routes or areas with high of architectural or historic interest.

A recent change to the Environmental Checklist in CEQA Guidelines Appendix G emphasizes aesthetic and visual resource impacts on public views in non-urbanized areas. As defined in Appendix G, "public views" are views that are experienced from publicly accessible vantage points. Although not specifically defined, "publicly accessible vantage points" are assumed to include, though not necessarily limited to, public roads, parks, trails, and vista turnouts. For this project, publicly accessible vantage points would include public streets in the immediate vicinity of the project site. The appearance of the site and surrounding lands are illustrated on Figures 4-1, 4-2 and 4-3.

### Aesthetic/Visual Resources on Project Site and in Vicinity

The project site and vicinity are 100% urbanized. Lands on and surrounding the site are densely developed with commercial and residential structures with relatively small street setbacks. Most of these structures, were constructed in first half of the 20$^{th}$ century and are of historic age. However, property conditions vary widely; most of the older structures are in deteriorated condition; many are vacant or boarded up. The project neighborhood is frequented by a large proportion of the City's homeless population.

As a result of the developmental density and surrounding structure height, there are no scenic vistas available from the site or vicinity. There are no notable trees, rocks or other scenic resources in the project site or vicinity.

The project site contains two multi-family/two-story residential buildings of historic age but in relatively poor condition. GCRM utilizes these buildings to provide shelter to homeless persons. These structures their age condition and historic values are discussed in more detail in Chapter 8.0 Cultural Resources. Figures 4-1 and 4-2 show these existing buildings.

Neither building is of notable aesthetic importance; Each has a small porch and front yard turf area which is obscured by six-foot steel ("wrought iron") fencing, and landscaping is minimal. Views of and from the back of the properties include a small, paved parking area accessed from the south and nearby GCRM buildings including the GCRM offices, loading docks, clinic and Women's Center buildings adjacent to the site. The rear exterior of two on-site structures have been substantially modified to extend the life of these deteriorating buildings and allow their use for homeless shelter. Safety features, plumbing and electrical improvements have been accomplished on the outside of the building. Portions of the original siding have been replaced with plywood.

Lands surrounding the project area are in mixed urban uses. Project views east and south consist of older residential and multi-family residential buildings, a small corner store, the Gospel Rescue Mission campus buildings, boarded up buildings and a Jene Wah, Inc., a center for Chinese elderly. Views south along South San Joaquin Street include the relatively wide street, sidewalks, street trees, mixed commercial and residential uses, vacant lots and electrical transmission lines. Views north of the project site include the Gleason Center, the GCRM Women's Shelter, the Cosmos Hotel and mixed residential uses. Views to the north along South San Joaquin Street include sidewalks, cars, fence lines, some trees, the Crosstown Freeway overcrossing and downtown multi-story buildings in the background.

Existing lighting in the project vicinity consists of street lighting at existing intersections with South San Joaquin Street and security lighting on the site, nearby properties and the parking areas in the rear areas of these properties.

## REGULATORY FRAMEWORK

### California Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 *et seq*. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

The State Scenic Highway System list, maintained by the California Department of Transportation (Caltrans), includes highways that are either designated as scenic highways or are eligible for such designation. There are only two officially designated

State Scenic Highways within San Joaquin County: portions of Interstate 5 and 580 in the southwest portions of the County (Caltrans 2018). The City of Stockton does not include any designated scenic highways.

### City of Stockton Municipal Code

As required by Stockton Development Code, the project requires City approvals for a Use Permit and Design Review. The purpose of these reviews is to assure design compatibility, harmony in appearance in neighborhoods, reduction of negative aesthetic impacts and orderly development of the community. Use Permit approval is the responsibility of the Stockton Planning Commission. Design Review occurs in the Community Development at the staff level.

### City of Stockton Design Guidelines

The City has adopted Design Guidelines, which provide standards for physical design of new commercial, industrial and multi-family residential uses, including site planning, architecture, use of open spaces, lot configurations, circulation, and similar issues (City of Stockton 2004). The Design Guide serves as a reference for use by City staff, the Planning Commission, the City Council in their review of new development projects, and by the development community during project planning and design.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on aesthetics and visual resources if it would:

- Have a substantial adverse effect on a scenic vista,
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway),
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; or, if the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality, or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

A recent revision to the aesthetics questions in Appendix G notes California Public Resources Code Section 21099, which states that the aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on an infill site within a transit priority area shall not be considered significant effects under CEQA. The project is

residential in nature but is not located in a transit priority area and is, therefore, exempt from Public Resources Code Section 21099.

### Impact AES-1: Scenic Vistas

The project proposes the construction of a new three-story structure in an area dominated by multi-story structures. The project would be comparable in height to existing structures and would not result in any known or substantial view blockage. There are, in any event, no scenic vistas available on the site or in the project vicinity; the project would have no impact on scenic vistas.

Level of Significance: No impact

Mitigation Measures: None required

### Impact AES-2: Scenic Resources

The project site is a developed urban parcel containing existing multi-family residential structures in poor condition. Existing structures would be demolished and replaced by the proposed GCRM men's facility.

The project site does not contain any existing scenic resources of significance, such as mature native trees or rock outcroppings. There are no State Scenic Highways or locally designated scenic roads in the project area. Consequently, development of the project would have no adverse impact on existing scenic resources.

Existing residential buildings on the project site are of historic age and may be considered a historic resource. See Chapter 8.0 Cultural Resources. Apart from these historical distinctions, which are addressed in Chapter 8.0 Cultural Resources of this document, these dilapidated residential buildings are not of aesthetic importance.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact AES-3: Visual Character and Quality

The proposed men's residential facility structure would be consistent in height and design with other commercial, emergency shelter and high-density residential land uses in the vicinity. The appearance of the project (Figures 3-3 and 3-4) would result in a substantial change and improvement in on-site aesthetics as viewed from S. San Joaquin Street and adjoining land uses. This change would represent revitalization of the neighborhood, consistent with the existing General Plan designation and zoning.

The project will include removal of the existing wrought iron fencing that encloses the site and its replacement by the architect-designed building (see Figures 3-3 and 3-4). The project will also include the replacement of deteriorated sections of sidewalk, curb and gutter of the adjoining section of San Joaquin Street.

The proposed structure would be subject to City of Stockton design requirements and would contribute to the ongoing revitalization of the Stockton downtown area. The project would not involve any adverse aesthetic impact as viewed from the adjacent streets, which are the main public viewing areas in the project vicinity.

The proposed project would be subject to Design Review by the City, which is intended to promote consistency in appearance and design of neighborhoods and to reduce aesthetic impacts of new development. The project also would be required to comply with other applicable standards of the Stockton Development Code. As a result, project impacts on visual quality would be beneficial and, in any event less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact AES-4: Light and Glare

The project would replace existing security lighting of existing structures on the site with updated building lighting systems that would improve illumination of the site as well as the adjacent streetscape. The project would implement a Lighting Plan that would be consistent with California's 2016 Building Energy Efficiency Standards, Title 24, Part 6, which includes lighting controls such as the use of light-emitting diode fixtures, time switches, and motion sensors for all exterior lighting. Pole-mounted light fixtures would be appropriately angled to minimize light and glare effects on nearby properties.

Project plans will be required to identify any exterior light sources and areas subject to potential off-site illumination. Additional lighting in the area would be generally considered beneficial, but potential off-site lighting impacts would be subject to detailed consideration during City design review. Additional lighting control measures needed to reduce indirect illumination of adjacent properties, if necessary, would be prescribed during this process. As a result, project impacts on light and glare would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Existing residential structures , 435-437 S. San Joaquin Street

Existing residential structures , 429-431 S. San Joaquin Street


View north along S San Joaquin from vicinity of project site

View south along S San Joaquin from vicinity of project site


BaseCamp Environmental

Figure 4-3
PROJECT NEIGHBORHOOD VIEW-AERIAL

# 5.0. AIR QUALITY

This chapter analyzes impacts on air quality, specifically as they relate to pollutants regulated by federal and California Clean Air Acts. Greenhouse gases (GHGs), gases that trap heat generated by the sun, are regulated separately from other air pollutants. Chapter 9.0, Greenhouse Gas Emissions, discusses the potential environmental impacts of the project as they relate to GHG emissions.

## ENVIRONMENTAL SETTING

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

### Air Pollutants

Pollutants of concern in the Stockton area include the following:

- Ozone. Ozone is not directly produced by automobile fuel combustion; rather, it is a secondary pollutant that is formed from reactive organic gases (ROG) and nitrogen oxides ($NO_x$) in the presence of sunlight. Automobile emissions represent the principal source of these pollutants. Ozone causes eye irritation and respiratory function impairment. It also damages natural ecosystems, agricultural crops, and manmade materials such as rubber and plastics. To control ozone pollution, it is necessary to control emissions of ROG and $NO_x$.

- Particulate Matter and Fine Particulate Matter ($PM_{10}$ and $PM_{2.5}$). Particulates include any solid matter suspended in air. Standards are applied to particulates less than 10 micrometers in diameter ($PM_{10}$), because these particles (when inhaled) are not filtered out prior to reaching the lungs, where they can aggravate respiratory diseases. Particulates originate from automobile traffic, urban construction, grading, farm tilling, and other activities that expose soil and dust. Dry summer conditions and daily winds can increase particulate concentrations.

  Separate standards have been established for particulate matter that is 2.5 micrometers or less in size ($PM_{2.5}$), sometimes referred to as "fine particulate matter." The $PM_{2.5}$ standards reflect additional health concerns related to

respiration of these smaller particles, which may be drawn deeper into the lungs. Fine particulates include sulfates, nitrates, organics, ammonium, and lead compounds originating from activities in urban areas.

- Carbon Monoxide (CO). The primary source of CO emissions in the project vicinity is from the combustion of petroleum fuel, particularly from automobiles. Because of its ability to readily combine with hemoglobin and displace oxygen in the human body, high levels of CO can produce hazardous conditions, especially for elderly people or individuals with respiratory ailments, including fatigue, headache, confusion, and dizziness.

In 2019, approximately 1,017 tons of ROG and 218 tons of $NO_x$ were emitted each day from sources in the San Joaquin Valley Air Basin. Approximately 316 tons of $PM_{10}$, of which approximately 103 tons were $PM_{2.5}$, were emitted daily. Areawide sources account for most of the ROG emissions; major sources include farming operations, solvent evaporation, cleaning and surface coatings, and waste disposal. Major sources of $PM_{10}$ emissions are also areawide; these include farming operations, road and fugitive windblown dust, and wildfires. Most of the $NO_x$ emissions were caused primarily by mobile sources, i.e., motor vehicles. Wildfires were a major source of CO emissions in 2019, along with mobile sources (ARB 2020a).

### Toxic Air Contaminants

Toxic air contaminants (TACs) are of particular concern. TACs are non-criteria pollutants that cause or may cause cancer or other serious health effects such as birth defects, neurological disorders, or chronic eye, lung, or skin irritation, along with adverse environmental and ecological effects. The State's Air Toxics Inventory includes more than 250 substances considered TACs (ARB 2008a). Most of these TACs are emitted by industrial processes and thus are confined to industrial facilities.

Diesel particulate matter (diesel PM) is designated by the State of California as a TAC. Diesel PM, a potential source of both cancer and non-cancer health effects, is of concern because it is present at some concentration in all developed areas of the state. The California Air Resources Board (ARB) has identified diesel PM as a major contributor to ambient cancer risk levels; while diesel PM accounts for only about 4% of air toxic emissions in the state, it accounted for more than 70% of the 2000 cancer risk associated with outdoor ambient levels of all TACs. General risks can be elevated with proximity to the source, which for diesel PM includes freeways, ports and railyards, and distribution centers (ARB 2005), as well as other locations of concentrated diesel engine use. No such sources are located in the immediate project vicinity.

# REGULATORY FRAMEWORK

## Federal Clean Air Act

Federal air quality regulation stems from the federal Clean Air Act. The Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to establish air quality standards for criteria pollutants, which are known as the National Ambient Air Quality Standards. As shown in Table 5-1, the Clean Air Act establishes six criteria pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide and lead. The adopted primary standards are designed to protect human health, based on EPA medical research and specific concentration thresholds derived therefrom. Secondary standards are intended to protect the public welfare from effects such as visibility reduction, soiling, nuisance, and other forms of damage.

Regions of the country are classified with respect to their attainment or nonattainment of these standards. The Clean Air Act requires the states to submit a State Implementation Plan for nonattainment areas. The State Implementation Plans are reviewed and approved by the EPA, subject to a determination of their adequacy in demonstrating how the federal standards will be achieved. Table 5-2 shows the corresponding attainment/nonattainment designations for the Air Basin.

## State Laws

### California Clean Air Act

The California Clean Air Act provides the planning framework for California air quality. It establishes the State's own set of ambient air quality standards for criteria pollutants, known as the California Ambient Air Quality Standards (see Table 5-1). The state standards are generally more stringent than the corresponding federal standards; in addition, the state standards cover four other pollutants besides the six criteria pollutants of the federal Clean Air Act. Responsibility for implementation of the California Clean Air Act requirements, and for preparation of the State Implementation Plan under the Clean Air Act, rests with the ARB; the local air pollution or air quality management districts are responsible for preparation of the Air Quality Attainment Plan, which are input to the State Implementation Plan.

Areas where these standards are exceeded are considered "nonattainment" areas and are subject to more intensive air quality management and more stringent regulation. Table 5-2 shows the attainment status of the Air Basin for state ambient air quality standards. The Air Basin is designated Nonattainment/Extreme by the federal government, and Nonattainment/Severe by the state, for ozone. Both the state and federal governments classify the basin as Nonattainment for fine particulate matter ($PM_{2.5}$). The state also classifies the basin as Nonattainment for particulate matter ($PM_{10}$). Except for the Fresno urbanized area, the Air Basin is in attainment of, or unclassified for, carbon monoxide and other applicable standards. The California Clean Air Act requires areas that are

designated nonattainment to achieve a 5% annual reduction in emissions until the standards are met.

TABLE 5-1
NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

| Air Pollutant | Averaging Time | California Standards | Primary National Standards[1] | Secondary National Standards[2] |
|---|---|---|---|---|
| Ozone | 1 Hour | 0.090 ppm | -- | -- |
| | 8 Hour | 0.070 ppm | 0.070 ppm | 0.070 ppm |
| $PM_{10}$ | 24 Hour | 50 $\mu g/m^3$ | 150 $\mu g/m^3$ | 150 $\mu g/m^3$ |
| | Annual Mean | 20 $\mu g/m^3$ | -- | -- |
| $PM_{2.5}$ | 24 Hour | -- | 35 $\mu g/m^3$ | 35 $\mu g/m^3$ |
| | Annual Mean | 12 $\mu g/m^3$ | 12 $\mu g/m^3$ | 15 $\mu g/m^3$ |
| Carbon Monoxide | 1 Hour | 20 ppm | 35 ppm | -- |
| | 8 Hour | 9 ppm | 9 ppm | -- |
| Nitrogen Dioxide | 1 Hour | 0.18 ppm | 100 ppb | -- |
| | Annual Mean | 0.030 ppm | 0.053 ppm | 0.053 ppm |
| Sulfur Dioxide | 1 Hour | 0.25 ppm | 75 ppb | -- |
| | 3 Hour | -- | -- | 0.5 ppm |
| | 24 Hour | 0.04 ppm | 0.14 ppm* | -- |
| | Annual Mean | -- | 0.030 ppm* | -- |
| Lead | 30 Day Avg. | 1.5 $\mu g/m^3$ | -- | -- |
| | Calendar Qtr. | -- | 1.5 $\mu g/m^3$ | 1.5 $\mu g/m^3$ |
| | 3 Month Average | -- | 0.15 $\mu g/m^3$ | 0.15 $\mu g/m^3$ |
| Sulfates | 24 Hour | 25 $\mu g/m^3$ | N/A | N/A |
| Hydrogen Sulfide | 1 Hour | 0.03 ppm | N/A | N/A |
| Vinyl Chloride | 24 Hour | 0.01 ppm | N/A | N/A |
| Visibility Reducing Particles | 8 Hour | Extinction coefficient of 0.23 per kilometer. | N/A | N/A |

*Notes*: ppm – parts per million; ppb – parts per billion; $\mu g/m^3$– micrograms per cubic meter; N/A – not applicable
[1] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
[2] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
* For certain areas.
Source: ARB 2016.

TABLE 5-2
SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS

| | Designation/Classification | |
|---|---|---|
| **Pollutant** | **Federal Primary Standards** | **State Standards** |
| Ozone - One hour | No Federal Standard[a] | Nonattainment/Severe |
| Ozone - Eight hour | Nonattainment/Extreme[b] | Nonattainment |
| $PM_{10}$ | Attainment[c] | Nonattainment |
| $PM_{2.5}$ | Nonattainment[d] | Nonattainment |
| Carbon Monoxide | Attainment/Unclassified | Attainment/Unclassified |
| Nitrogen Dioxide | Attainment/Unclassified | Attainment |
| Sulfur Dioxide | Attainment/Unclassified | Attainment |
| Lead (Particulate) | No Designation/Classification | Attainment |
| Hydrogen Sulfide | No Federal Standard | Unclassified |
| Sulfates | No Federal Standard | Attainment |
| Visibility Reducing Particles | No Federal Standard | Unclassified |
| Vinyl Chloride | No Federal Standard | Attainment |

[a] Effective June 15, 2005, EPA revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the Air Basin as Extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan in 2010. Many applicable requirements for Extreme 1-hour ozone nonattainment areas continue to apply to the Air Basin.

b Though the Valley was initially classified as Serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to Extreme nonattainment in the Federal Register in 2010.

[c] In 2008, the U.S. Environmental Protection Agency (EPA) redesignated the San Joaquin Valley to attainment for the $PM_{10}$ National Ambient Air Quality Standard (NAAQS) and approved the $PM_{10}$ Maintenance Plan.

[d] The Valley is designated nonattainment for the 1997 $PM_{2.5}$ NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS in 2009.

Source: SJVAPCD 2020.

### Toxic Air Contaminants

The State regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). Under these programs, the State is responsible for an inventory of TACs, for analysis of exposure and risk and for planning to reduce risk. Like other federal and state air quality requirements, the various elements of the state air toxics program are implemented by the local air districts.

## San Joaquin Valley Air Pollution Control District

Projects within the Air Basin are subject to the regulatory authority of the San Joaquin Valley Air Pollution Control District (SJVAPCD), which implements and enforces air quality regulations in eight counties, from San Joaquin County in the north to western Kern County in the south. The SJVAPCD's responsibilities include air quality standard attainment planning, regulation of emissions from non-transportation sources, and mitigation of emissions from on-road sources.

### Air Quality Plans

Air quality plans adopted by the SJVAPCD to meet Clean Air Act standards include the 1-Hour and 8-Hour Ozone Plan, the $PM_{10}$ Plan and the $PM_{2.5}$ Plan. All the plans include measures that would be implemented through rule making or program funding to reduce air pollutant emissions in the Air Basin. SJVAPCD Rules address the potential air quality impacts of new development.

### Rules and Regulations

Likewise, the SJVAPCD has adopted several regulations that are directly applicable to new development projects. These regulations include

> *Regulation VIII, w*hich addresses control of fugitive dust generation during construction and demolition activities,
>
> *Rule 4101, which* prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants,
>
> *Rule 4601, which* limits emissions of volatile organic compounds from architectural coatings, and
>
> *Rule 9510,* also known as the Indirect Source Rule, requires reduction or mitigation of $NO_x$ and $PM_{10}$ emissions from new development. Rule 9510 applies to residential development projects of at least 50 units.

### Significance Thresholds

According to the recently updated Appendix G of the CEQA Guidelines, a project may have a significant impact on air quality if it would:

- Conflict with or obstruct implementation of an applicable air quality plan,
- 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 [Chapter 17.0, Cumulative Impacts, discusses the potential cumulative air quality impacts of the project],
- Expose sensitive receptors to substantial pollutant concentrations, or
- Result in other emissions, such as those leading to odors, adversely affecting a substantial number of people.

CEQA Guidelines Appendix G states that, where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make significance determinations. In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). The GAMAQI defines methodology and thresholds of significance for the assessment of air quality impacts for projects within SJVAPCD's jurisdiction, along with mitigation measures for identified impacts.

Table 5-3 below shows predicted criteria pollutant emissions associated with project construction and operation in comparison to the air quality impact significance thresholds established by SJVAPCD in the GAMAQI. Operational emissions are limited by the very low vehicular trip generation associated with the project. The population of the Homeless New Life Dormitory will in almost all cases be composed of non-drivers. The values shown in Table 5-3 are overstated, and probably substantially so. The CalEEMod model used to predict emissions does not provide inputs for emergency shelter land uses. To provide approximate but conservative values for the project, the model's land use selection was set for "Retirement Community."

The SJVAPCD's thresholds of significance for criteria pollutants are applied to evaluate regional impacts of project-specific emissions of air pollutants. Regional impacts of a project can be characterized in terms of total annual emissions of criteria pollutants and their impact on SJVAPCD's ability to reach attainment (SJVAPCD 2015).

TABLE 5-3
SJVAPCD SIGNIFICANCE THRESHOLDS AND
PREDICTED PROJECT AIR POLLUTANT EMISSIONS

| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| **SJVAPCD Significance Thresholds[1]** | **10** | **10** | **100** | **27** | **15** | **15** |
| Construction Emissions[2] | 0.11 | 0.60 | 0.72 | <0.01 | 0.06 | 0.04 |
| *Above Threshold?* | *No* | *No* | *No* | *No* | *No* | *No* |
| Operational Emissions[3] | 0.12 | 0.13 | 0.79 | <0.01 | 0.09 | 0.03 |
| *Above Threshold?* | *No* | *No* | *No* | *No* | *No* | *No* |

Note: All figures are in tons per year.
[1] Applicable to both construction and operational emissions.
[2] Maximum emissions in a calendar year.
[3] Unmitigated emissions.
Sources: CalEEMod Version 2016.3.2, SJVAPCD 2015.

The SJVAPCD significance thresholds are based on offset thresholds established under the New Source Review program (SJVAPCD Rule 2201). Under New Source Review, all new permitted sources with emission increases exceeding two pounds per day for any criteria pollutant are required to implement best available control technology (BACT). Furthermore, all permitted sources emitting more than the New Source Review offset thresholds for any criteria pollutant must offset all emission increases in excess of the thresholds. The SJVAPCD's attainment plans demonstrate that project-specific emissions below the offset thresholds will have a less-than-significant impact on air quality. Thus, the SJVAPCD concludes that use of the New Source Review offset thresholds as the thresholds of significance for criteria pollutants is an appropriate and effective means of promoting consistency in significance determinations within the environmental review process, and the thresholds are applicable to both stationary and non-stationary emissions sources (SJVAPCD 2015).

### Impact AIR-1: Consistency with Air Quality Plans and Standards

Construction and operational air pollutant emissions of the project were estimated using the CalEEMod computer program, a modeling program recommended by SJVAPCD. The CalEEMod results are shown in Appendix B of this EIR and summarized in Table 5-3 above. The unusual nature of the project required that a number of non-standard input values be used in order to more accurately characterize the project's emissions. The estimates shown in Table 5-3 are "unmitigated" emissions, meaning emissions that would otherwise occur without the incorporation of any special project features and conformance with applicable regulations that would mitigate air quality impacts. Chapter 9.0, Greenhouse Gas Emissions, describes some of these conditions and regulations not otherwise addressed below.

As indicated in Table 5-3, the predicted construction and operational emissions of the project would not approach or exceed any of the applicable SJVAPCD significance thresholds. In fact, the predicted emissions would amount to only a fraction of the threshold value. As noted above, since the project-specific emissions are below New Source Review offset thresholds, the project's air pollutant emissions are considered less than significant.

The project may or may not be required to comply with SJVAPCD Rule 9510, due to the unusual nature of the project. If compliance is required, Rule 9510 would require additional reductions of $NO_x$ and $PM_{10}$ from the incidental predicted emissions shown in Table 5-3.

Dust emissions during construction would be limited due to the small size of the site and controlled through required implementation of SJVAPCD Regulation VIII, enforcement of which is the responsibility of the SJVAPCD. Conformance with SJVAPCD dust control standards will be facilitated by inclusion of SJVAPCD dust control requirements in the project conditions of approval.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact AIR-2: Exposure of Sensitive Receptors to Pollutants

"Sensitive receptors" refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (SJVAPCD 2015). The project is adjacent to and near some existing residential areas that provide predominantly transitional housing.

As noted, project construction and operational emissions would be a fraction of SJVAPCD significance thresholds for criteria pollutants and would involve no concentrated emission sources. Implementation of applicable SJVAPCD rules and regulations may further reduce emissions, making them even less likely to affect nearby sensitive land uses.

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

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

to LOS E or F; or

- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity (See Chapter 15.0, Transportation, for an explanation of LOS).

As noted in Chapter 15.0, Transportation, and in Chapter 17.0, Cumulative Impacts, the project is not expected to result in any significant contribution to traffic or congestion at intersections in the project vicinity. Therefore, the project would have no adverse impact related to CO emissions.

Project construction would involve limited emissions of diesel PM as quantified in Table 5-3. Diesel PM emissions would have adverse effects only for people that experience long-term exposure, and construction emissions would cease once work is completed. No emissions of diesel PM from the project site would occur after construction work is completed, other than possibly from diesel-engine vehicles making occasional visits. Therefore, impacts of diesel PM construction and operational emissions on nearby sensitive receptors are considered less than significant.

Overall, the pollutant emissions estimated to be generated by the project are unlikely to reach nearby sensitive receptors at levels that would have an adverse impact. The potential exposure of sensitive receptors to pollutant emissions would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact AIR-3: Odors and Other Emissions

No other air emissions are associated with the project, other than potentially odors, which are more of a nuisance than an environmental hazard. Nevertheless, the Environmental Checklist in CEQA Guidelines Appendix G regards emission of odors as a potentially adverse significant environmental impact. In accordance with this, the GAMAQI states that a project should be evaluated to determine the likelihood that it would result in nuisance odors (SJVAPCD 2015).

Emergency shelters do not typically generate any substantial odors that could affect nearby land uses. Food service for residents of the project would be provided by other existing GCRM facilities in the immediate project area. The project would not generate substantial amounts of other emissions such as TACs. The project would have no impact related to odors or other emissions.

Level of Significance: No impact

Mitigation Measures: None required

# 6.0 BIOLOGICAL RESOURCES

## ENVIRONMENTAL SETTING

The project site is in an urban, entirely developed area of the city of Stockton. The area in which the project site is located consists of mixed commercial and residential uses. Landscaping is the primary vegetation in the project vicinity, mainly street trees, lawns and shrubbery at residences. Wildlife in the project vicinity would consist mainly of wildlife adaptable to urban areas, primarily birds, rodents and other small mammals. The nearest substantial open space area near the project site are the riparian areas along the Mormon Slough channel, approximately 0.15 miles south of the project site.

Special-status species are plants and animals that are legally protected under the federal Endangered Species Act, the California Endangered Species Act (CESA), or other regulations. Special-status wildlife species also includes species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat.

Preparation of this EIR included a search of the California Natural Diversity Database (CNDDB) that is managed by the California Department of Fish and Wildlife, and a review of the IPaC Trust Resource Report of the U.S. Fish and Wildlife Service. Appendix B contains copies of the CNDDB and IPaC documents. The IPac Report covers San Joaquin County, while the search area for the CNDDB covers the U.S. Geological Survey Stockton West quadrangle map.

According to the CNDDB Quick View Report and the IPaC Trust Resource Report, nine special-status species are known to occur in the search area that includes the project site: one mammal, one reptile, two amphibians, one fish, one insect, two crustaceans, and one plant. Due to past urbanization, there is no suitable habitat for these species on the site or on surrounding lands.

The project site is 100% urbanized. There are no wetlands or surface water resources, riparian area of other sensitive habitat areas located on or adjacent to the site.

## REGULATORY FRAMEWORK

### San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

The project area is within the coverage area of the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP), a habitat conservation plan adopted by San Joaquin County and its incorporated cities that provides coverage for new

development under the federal and State Endangered Species Acts. On "greenfield" sites, SJMSCP requires payment of a habitat conservation fee and conformance with Incidental Take Minimization Measures that prevent unnecessary impacts to special-status species (SJCOG 2000). Participation in the SJMSCP will avoid or minimizing impacts on covered special-status species. The project site and most developed areas in Stockton are located with SJMSCP Category A No Fee areas.

### City of Stockton Heritage Tree Ordinance

Stockton Municipal Code Chapter 16.130 governs the removal of Heritage Trees, regardless of location on a property or condition of the tree(s). A Heritage Tree is defined as any valley oak, coast live oak, and interior live oak tree which has a trunk diameter of 16 inches or more, measured at 24 inches above actual grade. Except for an emergency removal in compliance with Section 16.130.050, removal of any Heritage Tree requires a City permit. There are no Heritage Trees on or adjacent to the project site.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on biological resources if it would:

- 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 CDFW or USFWS,
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or USFWS,
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means,
- 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.
- Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

### Impact BIO-1: Special-Status Species and Habitats

The project site is urbanized site located within a broader urban landscape which includes very limited open spaces that provide habitat for special status species. The closest open space area is the Mormon Slough corridor located approximately 0.15 miles south of the project site. The project site and surroundings are extensively disturbed, and do not include any substantial areas of habitat for the potentially occurring special-status species described in the Environmental Setting section above and listed in Appendix E.

The project would involve demolition and new construction on this urbanized site, which would perpetuate its existing urbanized condition for the long term. While construction could involve temporary impacts on species commonly found in an urbanized environment, it is unlikely that any special-status species would be adversely affected by project construction or its operations, and therefore the project would have a less than significant effect on special-status species.

The project site is within the coverage area of the San Joaquin County Open Space and Habitat Conservation Plan (SJMSCP). Participation in the SJMSCP would further reduce any other potential special-status species effects of the project to a less than significant level.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact BIO-2: Riparian and Other Sensitive Habitats

The project site is not located on, adjacent to or near any stream or surface water resource. No riparian habitat exists on the site. No sensitive natural communities have been identified on or adjacent to the project site. The project would have no impact on sensitive habitats.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact BIO-3: Waters of the U.S. and Wetlands

No potentially jurisdictional Waters of the U.S. or wetlands were observed on or adjacent to the project site. The nearest potential jurisdictional waters are located within the Mormon Slough corridor, which the project would not disturb. The project would have no impact on wetlands and Waters of the U.S.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact BIO-4: Fish and Wildlife Migration

The project would not affect any waterways that could be used by migratory fish in the area, since the site is not located on or adjacent to such waterways. Trees on and near the project site may be subject to use by birds protected by the Migratory Bird Treaty Act of 1918 and/or the California Fish and Game Code. However, no substantial amount of habitat exists for these species on or near the site. As a result the project would have less than significant effects on migratory birds.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact BIO-5: Local Biological Resource Policies and Ordinances

The Stockton Municipal Code is intended to protect and preserve Heritage trees on private property. A permit is required for the removal of any Heritage tree. There is one tree on the project site, which is not a Heritage Oak Tree or a large mature tree. Project construction would not result in a significant effect on Heritage trees or on local biological resource policies and ordinances.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact BIO-6: Habitat Conservation Plans

The project is within the coverage area of the SJMSCP but would not convert any existing open space areas to developed land uses. The SJMSCP Habitat Map indicates that the project site is a Category A site, which applies mainly to developed areas and exempts designated areas from SJMSCP fees. Participation in the SJMSCP is required by the City of Stockton. As a result, the project would involve no conflict with the SJMSCP. No other habitat conservation plans apply to the project site. Project impacts related to habitat conservation plans would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

# 7.0 CULTURAL RESOURCES

Technical information presented in this chapter is drawn primarily from an Historic American Buildings Survey (HABS) report addressing the two existing residential structures on the project site (Evans and DeShazo 2021). Other information sources include the Stockton General Plan and the results of a record search of the California Historical Resources Information System (CHRIS) conducted by the Central California Information Center (CCIC) at California State University Stanislaus. The HABS and CCIC reports are shown in Appendices D and E of this EIR. Information related to notification of and consultation with Native American tribes pursuant to AB 52 is included in Appendix G of this EIR.

## ENVIRONMENTAL SETTING

### Prehistoric Setting

Human occupation in the Sacramento-San Joaquin Delta region may have occurred as early as 12,000 years ago, but few archaeological sites pre-dating 5,000 years before the present (BP) have been documented in the Delta or the broader Central Valley. The project site is considered to be within North Valley Yokuts territory. The Northern Valley Yokuts occupied the land on either side of the San Joaquin River from the Sacramento-San Joaquin Delta to south of Mendota. The Diablo Range probably marked the western boundary of Yokuts territory; the eastern boundary would have lain along the Sierra Nevada foothills. The Yokuts had gradually expanded their lands northward and clearly occupied the project site and vicinity during the Spanish colonial period.

The North Valley Yokuts were organized into at least 11 small political units or tribes. Each tribe had a population of approximately 300 people, most of who lived within one principal settlement that usually had the same name as the political unit. Acorns, ground into flour, was a staple of the Yokuts diet, along with seeds and other gathered plant materials. The hunting of terrestrial game such as tule elk, mule deer, antelope, pronghorn, rabbits, squirrels, and gophers was considered important, but it was subsidiary to collected foods that could be stored year-round. In riparian areas, fishing and the hunting of waterfowl were also utilized to supplement dietary intake.

The late prehistoric Yokuts may have been the largest ethnic group in pre-contact California. However, the Yokuts were severely impacted by Euro-American settlement. Missionization and exposure to disease decimated the population. The influx of Europeans during the Gold Rush era further reduced the population because of disease and violent encounters with the miners. Because of this, the North Valley Yokuts are generally not well documented in the ethnographic record.

A database search by the Central California Information Center (Appendix E) found no record of any prehistoric resources on the project site; the CCIC report advised that such features have been recorded elsewhere within the boundary of the Stockton West USGS quadrangle. The project site, which is 100% developed with buildings, paving and landscaping, was not surveyed for prehistoric resources.

### AB 52 Notification and Consultation

In 2015, the California Legislature enacted AB 52, which focuses on consultation with Native American tribes to avoid or mitigate potential impacts on tribal cultural resources, which are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe." When a tribe requests placement on a notification list for projects that may be within its traditionally and culturally affiliated geographical area, the lead agency must provide the tribe with notice of a proposed project and an invitation to consult within 14 days of a project application being deemed complete or when the lead agency decides to undertake the project if it is the agency's own project. The tribe has up to 30 days to respond to the notice and request consultation; if consultation is requested, then the local agency has up to 30 days to initiate consultation.

Matters which may be subjects of AB 52 consultation include the type of CEQA environmental review necessary, the significance of tribal cultural resources, and project alternatives or appropriate measures for preservation or mitigation of the tribal cultural resource that the tribe may recommend to the lead agency. The consultation process ends when either (1) the resource in question is not considered significant, (2) the parties agree to mitigate or avoid a significant effect on a tribal cultural resource, or (3) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. Regardless of the outcome, a lead agency is still obligated under CEQA to mitigate for any significant environmental effects, as explicitly noted in AB 52.

The City as the CEQA Lead Agency sent notification letters dated _____, 2022 to the Buena Vista Rancheria, the California Valley Miwok and the Northern Valley Yokuts inviting them to consult on the project per AB 52. No responses from the tribes have been received as of the date of publication of this EIR. Responses to the City's notification and the results of any tribal consultation activities will be reported in the Final EIR.

### Historic Setting

The HABS report for the project (Evans and De Shazo 2021) contains a detailed history of Stockton and the project vicinity, which is highlighted below.

Early exploration and settlement in the Central Valley was pursued by fur trappers, including members of the Hudson Bay Company. The Canadians established French Camp, located to the south of Stockton, and Alex McLeod of the Hudson Bay Company lent his name to several landscape features, such as McLeod Lake. In 1845, Charles Weber acquired land in present-day Stockton, where he established a settlement. Weber named his settlement in honor of Commodore Robert Stockton, who was active in the

Mexican-American War, which led to the treaty of Cahuenga. “Stockton” was considered an improvement over two of its previous names, Tuleberg, and Mudville. On January 24, 1848, the discovery of gold near the American River, east of Sacramento, transformed the small settlement of Stockton into a growing commercial center. Captain Weber built the first permanent residence in San Joaquin Valley, on what is now known as Weber Point (City of Stockton 2018b).

In 1850, California was admitted to the Union, and on July 23, 1850, the town of Stockton was officially incorporated. During the early 1850s, the growth in population not only created land disputes within “El Rancho del Campo de los Franceses” and stimulated commercial development where eager entrepreneurs set up businesses in support of miners and mining. Stockton quickly became a supply and transportation center to California’s gold mines, and by 1854, it was the fourth largest city in California. By the end of the Gold Rush, many former gold miners settled in the Central Valley, where they established farms, ranches, and lumber mills in the areas surrounding Stockton. With successful agricultural development, and, being situated at the head of a navigable channel with access to the San Francisco Bay, Stockton grew rapidly.

In 1869, the transcontinental railroad route from Promontory Summit in Utah to Sacramento was completed by Central Pacific Railroad (CPRR), which later connected Sacramento with Oakland via Stockton. The Central Pacific employed over 15,000 Chinese immigrants to lay the lines for the railroad. Completion of the transcontinental railroad saw an increase in the settlement of the newly unemployed Chinese laborers who provided seasonal labor for agriculture. At about the same time, a series of anti-immigrant laws and practices.

By the 1890s, Stockton had grown into a major transportation, commercial, and agricultural center. Several railroads, including the Southern Pacific, Santa Fe, Western Pacific, Tidewater Southern, Stockton Terminal & Eastern, and Central California Traction, operated on the rail lines. During this time, the manufacturing of agricultural tools became a major industry in Stockton, and several local inventions revolutionized farming techniques, including the invention of the “Stockton Gang Plow.” During this time, Benjamin Holt invented and sold farm machinery as Holt Manufacturing Company, and in the early 1900s, Holt invented the Caterpillar tractor. With the establishment of flour mills, carriage and wagon factories, iron foundries, and shipyards, Stockton became one of the most industrialized cities in California.

By the 1900s, Stockton and the surrounding area consisted of a diverse group of residents, including Italians, Mexicans, Chinese, Japanese, and Filipinos, who brought their unique cultures to the area. By 1906, Stockton had one of the largest Chinese communities with over 5,000 Chinese and Chinese Americans. During this time, Stockton was also developing into a popular city for families to live and visit.

By the 1920s, the City of Stockton included a substantial downtown with civic and commercial buildings lined up along a one mile stretch of Pacific Avenue, known as the “Miracle Mile”, where various shops and amenities were located. In 1924, the University of the Pacific (known initially as the College of the Pacific) relocated its San Jose campus

to Stockton, making it the first private four-year university. During this time, the Stockton Channel was also bustling with ferry boats and cargo ships.

Despite the economic effects of the Great Depression (1929 – 1933), Stockton pushed forward with the opening of the "Port of Stockton" in 1933, the first inland seaport in California. During the 1930s, the WPA and the PWA constructed many projects in Stockton, including projects at the Port of Stockton, where workers completed general improvement projects including dredging and wharf and warehouse construction.

During World War II, the War Relocation Authority (WRA) was created by Executive Order #9102, which resulted in the removal and relocation of approximately 110,000 Japanese American persons to internment camps. As a part of this process, many Japanese Americans were sent to detention centers, one of which was located in Stockton at the San Joaquin County Fairground – the Stockton Assembly Center. Over 4,000 people that were confined to the assembly before being sent to internment camps in Arkansas and Arizona. In Stockton, approximately 850 Japanese and Japanese Americans (mainly farmers) were interned.

The "Rough and Ready Island Naval Supply Depot" west of the Port of Stockton, was the location of the former U.S. Navy installation, that supported the San Joaquin Depot, the Tracy Depot Facility and the Sharpe Depot Facility. At the end of WWII, there was a significant surge in commercial and residential development throughout Stockton, particularly in undeveloped areas north and northeast of the downtown. By the 1950s, the City of Stockton included a world-renown civic theater, symphony, ballet, and chorale groups. During the 1960s and 1970s, Stockton continued to expand its boundaries, converting former agricultural land to new residential housing and commercial development.

## EXISTING BUILDINGS ON THE PROJECT SITE

The two 1904 multi-family buildings within the property were built in the U.S. during a time when multi-family buildings that mimicked single-family houses were being built, particularly in urban neighborhoods, including downtown Stockton. During this time, numerous two-family houses were constructed with identical apartment flats stacked on top of the other, often within a deep narrow parcel. During the early 1900s, the multi-family buildings typically featured architectural details such as clapboards, wood shingle or stucco siding, gabled or hipped roofs with gable roof dormers, angular or square two-story bay windows, decorative Palladian-style windows at the attic, multi-light double-hung wood windows, and prominent front porches. These buildings were designed to allow working-class families to achieve a middle-class quality of life but for less cost. During this time, the early 20$^{th}$-century working-class neighborhoods often consisted of multi-unit structures, including duplexes, two stacked and three stacked houses, and larger multi-unit apartment complexes.

The two multi-family buildings located on the project site embody the distinctive characteristics of two architectural styles, including Queen Anne and Colonial Revival, often referred to as Queen Anne Free Classic, which is a subtype of the Queen Anne

style, which uses classical elements from the Colonial architectural vocabulary. Detailed architectural descriptions of each building can be reviewed in Appendices C and D.

The buildings are, however, in bad condition. Owned by GCRM, the buildings have been pressed into service in order to provide shelter for as many homeless people as possible. The buildings included antiquated plumbing and electrical fixtures. When required, fire escapes, plumbing and electrical improvements have been made on the side and rear walls of the buildings, and interior wall and floor repairs have been hastily made without concern for long-term use. The owner (Richardson pers. comm.) indicates that, had the proposed building and EIR preparation not been adequately funded by outside sources, GCRM would have instead elected to board up the buildings, leading ultimately to their condemnation and demolition. The owner has considered but rejected the option of improving the existing buildings to the current, which could be done; however, this option would be entirely cost-prohibitive; the improved buildings would have the potential to house perhaps 16 persons at an estimated cost of $2-3 million.

Despite their condition, the two 1904 buildings are considered historical resources as defined in CEQA Guidelines Section 15064.5. Both structures were evaluated by qualified historians (see Appendix C) and found to be eligible for listing under the National Register of Historic Places (Criterion C), the California Register of Historical Resources (Criterion 3) and locally (Page and Turnbull, 2019). Additional detail regarding the design, setting and eligibility of the structures is provided in the Primary Records (Page and Turnbull 2019 Appendix C) and the HABS report (Appendix D).

The subject buildings are not currently listed as historic resources at the federal, state or local levels. The buildings are not included in the Downtown Stockton Historic Resources Survey (2000). The project site is not located within a local historic district or historic zoning overlay area. The site and buildings are not listed as City of Stockton Landmarks, Historic Sites, or Structures of Merit.

## REGULATORY FRAMEWORK

### CEQA Guidelines Section 15064.5

Criteria specified in CEQA Guidelines Section 15064.5 suggest that a "historically significant resource" is one that meets one or more of the criteria for listing on the California Register of Historical Resources (CRHR), including the following:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;

2. Is associated with the lives of persons important in California’s past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource that is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, or is not included in a local register of historical resources or identified in a historical resources survey, does not preclude a lead agency from determining that a resource may be a historical resource. The two existing buildings on the site have been found to be eligible for CRHR listing under Criterion 3 as described above.

### AB 52

In 2014, the State Legislature enacted Assembly Bill (AB) 52, which focuses on CEQA consultation with Native American tribes on projects that could potentially affect resources of value to the tribes. The intent of this consultation is to avoid or mitigate potential impacts on "tribal cultural resources," which are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources, or
- Included in a local register of historical resources as defined in subdivision (k) of public Resources Code Section 5020.1.

The tribal cultural resource must be a tangible resource for CEQA purposes, but the meaning or value attributed to that resource may be intangible. Only tribes that request to be on a lead agency's notice list shall be consulted on a project. The project must be within the geographic area that is traditionally and culturally affiliated with the tribes.

Under AB 52, consultation with tribes on a notice list shall be initiated prior to the release of the CEQA document for public review. When a tribe requests consultation with a CEQA lead agency on projects within its traditionally and culturally affiliated geographical area, the lead agency must provide the tribe with notice of a proposed project after the project application is deemed complete, or when the lead agency decides to undertake the project if it is the agency's own project. The tribe has up to 30 days to respond to the notice, in writing. In the response, the tribe must designate a lead contact person for the consultation if it is requested. If the tribe requests consultation, then the lead agency has up to 30 days to initiate formal consultation.

Once initiated, the AB 52 consultation process ends either (1) when the parties agree to mitigate or avoid a significant effect on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

### Significance Thresholds

According to the recently updated Appendix G of the CEQA Guidelines, a project may have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5,
- Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5, or
- Disturb any human remains, including those interred outside of formal cemeteries.

Also, according to Appendix G, a project may have a significant impact on the environment if it would cause a substantial adverse change in the significance of a tribal cultural resource, defined in California Public Resources Code Section 21074 as a site, feature, place, sacred place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, or object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

### Impact CULT-1: Historical Resources

The project site is occupied by two existing residential buildings that date to 1904 and have been determined to be eligible for listing in the CRHR. Both buildings have been evaluated by qualified architectural historians documented the architectural attributes of the buildings leading to this eligibility determination in the site records shown in Appendix C. The existing buildings are therefore considered “historical resources” and may be considered “historically significant” by the Lead Agency, as defined in CEQA Guidelines Section 15064.5(a).

The proposed project, requires the demolition and removal of the two existing buildings. This element of the project would result in “a substantial adverse change in the significance of a historical resource” and may, therefore, have a significant effect on the environment as defined in CEQA Guidelines Section 15064.5(b).

Alternatives to the project, including alternatives to the proposed building demolition, are discussed in Chapter 18.0 Alternatives of this EIR. There is no practicable alternative to removal of the existing structures from the project; of the alternatives described in Chapter 18.0 of this EIR, only the No Project Alternative is "feasible," in that it is capable of being done. However, the No Project Alternative is entirely inconsistent with the project objectives described of providing additional shelter for homeless persons, as in Chapter 3.0 Project Description.

There exist potential mitigation measures that would address the adverse effect of the project on the significant historic resources on the site. None of these mitigation measures would avoid the project's effects on historical resources, but they would to a greater or lesser degree offset or reduce those effects. These measures would include relocation of one or both of the existing structures to another property, to the extent that demand exists, and documenting the historic attributes of the existing buildings in reports, photographs and as-built plans prepared for archival storage.

Relocation of one or both of the structures is not considered feasible by GCRM. Relocation would require a suitable site for placement of the relocated buildings, the availability of a suitable means for relocation, which could include disassembly and reconstruction, ability to preserve the building's historical attributes through the moving process, physical obstructions to the moving process and costs. Relocation is beyond the means of the project applicant. The buildings are designed for residential use by the working class of 1904 and would not present a desirable prospect for a commercial use. Renovation costs would not be consistent with long-term residential use. If it exists, feasibility of relocating the buildings would need to be determined by a buyer. As provided in Mitigation Measure CULT-1 below, the GCRM will take reasonable steps to make the buildings available for acquisition and relocation prior to demolition, provided all costs are to be borne by the buyer. The owner is opposed to this option.

Documentation of historic resources can mitigate or compensate for impacts to significant properties by preparing archival quality drawings, reports, and large-format photographs of historic buildings. Archival standards are set by the Historic American Building Survey (HABS); HABS and related programs were established beginning in 1933 as a public archive of America's architectural heritage. HABS documentation consists of measured drawings, historical reports, and large-format black and white photographs. Creation of the program was motivated primarily by the perceived need to mitigate the negative effects of adverse effects on or loss of architectural resources.

HABS documentation is considered by some to be the "gold standard" for historic documentation. HABS is responsible for the development of standards for the production of drawings, histories, and photographs and the criteria for preparing archival documentation consistent the Secretary of the Interior's Standards and Guidelines for Architecture and Engineering. Historic documentation may be archived locally or submitted to the Library of Congress.

The project applicant has prepared HABS documentation for the existing buildings on the project site as mitigation for the project's historic resource effect. The documentation would be submitted to the City for filing or submittal as appropriate. It is recognized that

HABS documentation is only partial mitigation; the documentation would record the historic value of the existing buildings but would only partially compensate for their removal. As a result, the project would result in a significant and unavoidable effect on historic resources.

Level of Significance: Significant

Mitigation Measures:

CULT-1: GCRM shall take reasonable steps to make the two residential buildings on the site available for acquisition and relocation prior to demolition, provided that all costs, insurance, permitting and other related requirements will be borne by the buyer.

CULT-2: GCRM will complete required HABS documentation for the two existing buildings and submit the documentation to the City for review and a determination as to where and how the documentation should be filed.

Significance After Mitigation: Potentially significant, no feasible mitigation, unavoidable impact. The City will need to adopt a Statement of Overriding Considerations prior to project approval.

### Impact CULT-2: Archaeological Resources

As noted, the Central California Information Center records search found no documented prehistoric resources on or within one-eighth mile of the project site. BaseCamp Environmental contacted the Native American Heritage Commission (NAHC) during the preparation of this EIR requesting a search of the NAHC's Sacred Lands File for occurrences on or near the project site; the NAHC report was negative. The NAHC provided a list of tribes that should be contacted regarding potential tribal cultural resources.

Due to the extent of past urbanization of the site and surrounding lands, it is unlikely that intact archaeological resources would be encountered on the project site. However, it is nonetheless possible that excavation associated with the project could unearth archaeological materials of significance that are currently unknown. Procedures to address archaeological discoveries if they should occur are set forth in the mitigation measure below. Implementation of this mitigation would reduce potential impacts on inadvertently discovered archaeological resources to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-3: If any subsurface cultural resources are encountered during construction of the project, all construction activities within 50 feet

of the encounter shall be halted until a qualified archaeologist can examine these materials, determine their significance, and if significant recommend further mitigation measures that would reduce potential effects to a level that is less than significant. Recommended mitigation measures could include, but are not limited to, 1) preservation in place, or 2) excavation, recovery, and curation by qualified professionals. The City of Stockton Community Development Department shall be notified, and the project developer shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the City's Community Development Department, consistent with the requirements of the CEQA Guidelines.

CULT-4: If burial resources or tribal cultural resources are discovered, the archaeologist and/or City shall notify the appropriate tribal representative, who may examine the materials with the archaeologist and advise the City as to their significance.

The archaeologist, in consultation with the tribal representative if contacted, shall recommend mitigation measures needed to reduce potential cultural resource effects to a level that is less than significant in a written report to the City, with a copy to the tribal representative. The City shall be responsible for implementing the report recommendations. Avoidance is the preferred means of disposition of tribal cultural resources. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City.

Significance After Mitigation: Less than significant

### Impact CULT-3: Human Burials

As with other archaeological resources discussed above, it is unlikely that Native American or any other human burials would be uncovered by project construction. However, it is conceivable that excavation associated with the project could uncover a previously unknown burial.

CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. All work in the vicinity of the find shall be halted, and the County Coroner shall be notified to determine if an investigation of the death is required. If the Coroner determines that the remains are Native American in origin, then the Coroner must contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the most likely descendants of the deceased Native American, and the most likely descendants may make recommendations on the disposition of the remains and any

associated grave goods with appropriate dignity. If a most likely descendant cannot be identified, the descendant fails to make a recommendation, or the landowner rejects the recommendations of the most likely descendant, then the landowner shall rebury the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.

Mitigation presented below requires compliance with CEQA Guidelines Section 15064.5(e). Implementation of the mitigation measure would ensure that any human remains and associated grave goods encountered during project construction would be treated with appropriate dignity. Project impacts on human remains would, with the inclusion of mitigation measures, be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-5: If project construction encounters evidence of human burial or scattered human remains, the contractor shall immediately notify the County Coroner and the Stockton Community Development Department. On advice from the NAHC, the Community Development Department notify the appropriate tribal representatives and other federal and State agencies as required. The City will be responsible for compliance with the requirements of California Health and Safety Code Section 7050.5 and with any direction provided by the County Coroner.

CULT-6: If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission, which will notify and appoint a Most Likely Descendant. The Most Likely Descendant shall work with the City and a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects in accordance with California Public Resources Code Sections 5097.98 and 5097.991. Avoidance is the preferred means of disposition of the burial resources.

Significance after Mitigation: Less than significant

### Impact CULT-4: Tribal Cultural Resources

The CCIC record search did not identify any known prehistoric resources on or near the project site but noted that such features have been recorded elsewhere within the boundary of the Stockton West USGS quadrangle.

Contact with the NAHC did not indicate the potential presence of a Sacred Land on or near the project site. The City's AB 52 tribal notification has been completed, but no response to the notification has been received. The City has received no other information that would indicate that significant tribal cultural resources are present on the site. Even

though the project site and surrounding lands have been extensively disturbed by urbanization, it is nonetheless conceivable that tribal cultural resources could be encountered during project construction. Disturbance or damage to such resources would be a potentially significant impact. Mitigation measures that would take effect if and when potentially significant tribal cultural resources are identified during project construction are discussed below. These measures will be reviewed, and may need to be amended or updated, based on the tribes' response to the City's notification.

Requirements related to cultural resource protection during construction have been addressed by the Stockton Municipal Code, which requires construction activity to be halted at an inadvertently disturbed archaeological site until it is evaluated. Mitigation measures CULT-2 and CULT-3 above provide more direction in complying with these requirements of the Stockton Municipal Code. These measures also would address the potential concerns of Native American tribes should potential tribal cultural resources be encountered. Implementation of these mitigation measures would reduce potential impacts on archaeological resources and tribal cultural resources to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-7: If any subsurface archaeological resources, including human burials and associated funerary objects, are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified archaeologist can examine these materials and evaluate their significance. The City shall be immediately notified in the event of a discovery. If burial resources or tribal cultural resources are discovered, the City shall notify the appropriate tribal representative, who may examine the materials with the archaeologist and advise the City as to their significance.

The archaeologist, in consultation with the tribal representative if contacted, shall recommend mitigation measures needed to reduce potential cultural resource effects to a level that is less than significant in a written report to the City, with a copy to the tribal representative. The City shall be responsible for implementing the report recommendations. Avoidance is the preferred means of disposition of tribal cultural resources. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City.

Significance After Mitigation: Less than significant

# 8.0 GEOLOGY AND SOILS

This chapter analyzes the potential environmental impacts of the project as to exposure to seismic, soil and geological hazard. It also discusses potential for project impacts on paleontological resources and mineral resources.

## ENVIRONMENTAL SETTING

### Geomorphology and General Geology

The site is located on the east-central portion of the Great Valley Province. The Great Valley is an asymmetrical synclinal trough with a gently dipping eastern limb. The trough is filled with a thick (up to 60,000 feet thick) sequence of sedimentary units. The deepest part of the basin is near the western edge, west of the present axis. The thin eastern valley deposits overlap the metamorphic terrains of the Sierran Foothills and the polycrystalline basement of the Sierra Nevada Block. The project site is generally flat, with no discernable slope.

Most of the soils in the San Joaquin Valley consist of sand, silt, loamy clay alluvium, peat, and other organic sediments. These soils are the result of long-term natural soil deposition and the decomposition of marshland vegetation. The Geologic Map of the Sacramento Quadrangle (Wagner et al. 1981) designates the underlying geology of the project site as the Modesto Formation, consisting of Quaternary sediments.

### Seismic and Geological Conditions

#### Seismicity

There are several faults and potential fault traces located within the County, concentrated along its eastern and western margins. Faults are classified as to their potential for seismic activity based on evidence of past activity. An “active” fault is defined as one along which displacement has been demonstrated to occur within the past 11,700 years. A fault is considered “potentially active” if there is evidence of movement within the past 700,000 years and further movement is considered likely. An “inactive fault” shows no evidence of movement within the last 1.6 million years, and renewal activity is not considered likely. Fault rupture is a potential hazard that occurs within active earthquake fault zones. A fault zone has significant width, ranging from a few feet to several miles (Bryant and Hart 2007).

According to the Stockton General Plan 2040 EIR, there are no active or potentially active faults located in the Stockton vicinity (City of Stockton 2018a). Based on the 2010 Fault Activity Map of California prepared by the Department of Mines and Geology, the

nearest faults are the Midland Fault, Marsh Creek/Greenville Fault, and the Bear Mountain Fault zone. The Midland Fault is 18 miles to the west and has had no movement in recent geological time (last 800,000 years). The Marsh Creek/Greenville Fault is 30 miles west and has shown movement in the last 10,000 years. The Bear Mountain Fault has not shown movement in the last 1.6 million years (Gularte and Associates 2017). Portions of the Concord-Green Valley and Hayward fault zones, 35 and 50 miles west of Stockton, and the Calaveras fault zone, approximately 40 miles southwest of Stockton, have been rated as active within the last 200 years. The project site, along with the rest of San Joaquin County, is subject to seismic shaking from these two faults, as well as the San Andreas Fault (San Joaquin County 2016b).

### Liquefaction

Soil compaction and settlement can result from seismic ground shaking. If the sediments that compact during an earthquake are saturated, soils may lose strength and become fluid – a process called liquefaction. Based on known information, areas of the County with groundwater less than 50 feet from ground surface in unconsolidated sediment are susceptible to liquefaction, including lands near river courses (San Joaquin County 2016b).

TABLE 9-1
MODIFIED MERCALLI INTENSITY SCALE

| Intensity | Shaking | Description |
|---|---|---|
| I | Not felt | Not felt except by a very few under especially favorable conditions. |
| II | Weak | Felt only by a few persons at rest, especially on upper floors of buildings. Delicately suspended objects may swing. |
| III | Weak | Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck. Duration estimated. |
| IV | Light | Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably. |
| V | Moderate | Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop. |
| VI | Strong | Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight. |
| VII | Very strong | Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken. |
| VIII | Severe | Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned. |
| IX | Violent | Damage considerable in specially designed structures; well-designed frame |

| | | |
|---|---|---|
| | | structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations. |
| X | Extreme | Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent. |
| XI | Extreme | Few, if any (masonry) structures remain standing. Bridges destroyed. Rails bent greatly. |
| XII | Extreme | Damage total. Lines of sight and level are distorted. Objects thrown into the air. |

*Source:* U.S. Geological Survey 1989

## Soils and Soil Conditions

Most of the soils in the San Joaquin Valley consist of sand, silt, loamy clay alluvium, peat, and other organic sediments. These soils are the result of long-term natural soil deposition and the decomposition of marshland vegetation. According to a custom soil survey by the Natural Resources Conservation Service, the soil on the project site is Yellowlark Gravelly Loam. This soil is made up of primarily gravelly loam with clay loam present at 54-59 inches. This soil is well drained and moderately deep with high runoff capability.

## Paleontological Resources

Paleontological resources are fossils or groups of fossils that are unique, unusual, rare, uncommon or important, and those that can add to the existing body of knowledge in specific areas. Surface examination of a study or project area often does not reveal whether paleontological resources are present. Most of the Stockton area is located on the lower terraces of the San Joaquin River just east of the Delta; the Quaternary lake and marsh deposits that make up these deposits have the potential for fossils to occur. Occurrences, if any, are likely to be encountered below the upper five to ten feet of sediment (City of Stockton 2007). The project site is underlain by the Modesto Formation, a geologic formation that has yielded paleontological resources.

Paleontological resources have been encountered in San Joaquin County, including areas within the Modesto Formation. A record search of the Museum of Paleontology at the University of California in Berkeley indicated that 97 paleontological finds have been made in the County. The majority of specimens from the County have been found in rock formations in the foothills of the Diablo Mountain Range. However, remains of extinct animals, such as mammoth, could be found virtually anywhere in the County, especially along watercourses such as the San Joaquin River and its tributaries (San Joaquin County 2016b). Paleontological resources have been encountered during deep excavations in the downtown area; There are no known paleontological resources on the project site.

### Mineral Resources

As described in Chapter 9.0, Geology and Soils, the project site is within the Great Valley geomorphic province. Mineral resources within San Joaquin County, where they occur, are primarily sand, gravel, and other construction material deposits in the alluvial portion of the valley floor. Sand and gravel deposits have been identified along the Stanislaus River in San Joaquin and Stanislaus Counties (DMG 1977); no such resources are located on or near the project site. Portland cement concrete aggregate deposits also have been identified within San Joaquin County; however, none are located on or near the project site (DMG 1988).

Oil and natural gas deposits have been identified at various location throughout the Central Valley, although most of the deposits in the Stockton area are of natural gas. The project site does not contain any documented oil or natural gas fields. The nearest such field is the abandoned Stockton natural gas field which is located outside the City limits. The nearest active field is the French Camp natural gas field south of Stockton (DOGGR 2001).

## REGULATORY FRAMEWORK

### Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act, enacted in 1972 and subsequently amended, prohibits the location of most structures for human occupancy across the traces of active faults and thereby mitigates the hazard of fault rupture. Under the Act, the State Geologist is required to delineate Earthquake Fault Zones along known active faults in California. Cities and counties affected by the zones must regulate development projects within the zones (Bryant and Hart 2007). The project site is not located with an area mapped by the State Geologist as a "Zone of Required Investigation," including Alquist-Priolo Earthquake Fault Zones and Seismic Hazards Mapping Act zones.

### California Building Code

The California Building Code (CBC) is included in Title 24 of the California Code of Regulations. The CBC incorporates the International Building Code, a model building code adopted across the United States. The CBC is updated every three years, and the current 2016 version took effect January 1, 2017. The City of Stockton adopted the CBC by reference pursuant to Title 15, Chapter 15.40, Section 15.40.010 of the City's Municipal Code. The CBC contains building requirements that address likely ground shaking hazards that may occur in Stockton. It can require detailed soils and/or geotechnical studies in areas of suspected geological hazards, such as unstable geologic units that may be subject to collapse, subsidence, land slides, liquefaction, or lateral spreading.

### Stockton Municipal Code

Section 15.48.050 of the Stockton Municipal Code, entitled Construction and Application, includes a requirement that seeks to mitigate hazards associated with erosion, stating that "During construction, construction activities shall be designed and conducted to minimize runoff of sediment and all other pollutants onto public properties, other private properties and into the waters of the United States." Section 15.48.110, entitled Erosion Control Requirements, contains specific provisions for erosion control for those construction projects where a grading permit is not required. Section 15.48.070 includes requirements for a grading permit that apply to most construction projects. Such permits require implementation of erosion control measures, often referred to as BMPs.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to the recently updated Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), or landslides,
- Result in substantial soil erosion or the loss of topsoil,
- 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,
- Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code,
- 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,
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature,
- Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state, or 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.

### Impact GEO-1: Faulting and Seismicity

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

The project site, along with the rest of the County, is subject to seismic shaking from fault features east and west of the County. The site is subject to a relatively low to moderate level of ground shaking for California.

Proposed structures and site improvements would be required to incorporate engineering design features that would be in accordance with the latest version of the CBC, which has been adopted by the City. Design criteria in the CBC that address seismicity would enable structures to withstand anticipated seismic shaking. Based on the above information, project impacts related to seismic hazards would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact GEO-2: Other Geologic Hazards

The project site and its surroundings are flat and not prone to landslide hazards. Risk of lateral spreading from landslides and liquefaction is considered to be very low. The project site resides in a low-risk seismic zone; soils data does not suggest the presence of liquefiable soils. The soils underlying the project site have not been identified as inherently unstable or prone to failure. Appropriate engineering design as required by the Building Code and the Building Division of the Stockton Community Development Department would avoid potential adverse effects. The project would have no impact on the stability of soils or local geology.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact GEO-3: Soil Erosion

Soils on the project site has a relatively low potential for erosion, and the area of exposure to erosion would be small. The project would be required to comply with State and local storm water quality controls, including those established by City ordinances and the City of Stockton's MS4 permit.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact GEO-4: Expansive Soils

Expansive soils are associated with soils with substantial clay content. The Yellowlark soil on the project site is gravelly with some clay content and is not flagged as potentially expansive. The project would have no impact related to expansive soils.

Level of Significance: No impact

Mitigation Measures: None required

### Impact GEO-5: Paleontological Resources and Unique Geological Features

The project site is flat and contains no geological features that may be considered unique. The project site is underlain by the Modesto Formation, which has been a source of paleontological finds in the past. It is unlikely that any intact paleontological resources would be encountered during project construction, but it is also conceivable that currently unknown resources may be uncovered during project construction activities. Procedures to address paleontological discoveries if they should occur are set forth in the mitigation measure below. Implementation of this mitigation would reduce potential paleontological impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

GEO-2: If any subsurface paleontological resources are encountered during construction of the project, all construction activities within 50 feet of the encounter shall be halted until a qualified paleontologist can examine these materials, determine their significance, and if significant recommend further mitigation measures that would reduce potential effects to a level that is less than significant. Recommended measures could include, but are not limited to, 1) preservation in place, or 2) excavation, recovery, and curation by qualified professionals. The City of Stockton Development Department shall be notified, and the project developer shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the City's Community Development Department, consistent with the requirements of the CEQA Guidelines.

Significance After Mitigation: Less than significant

### Impact GEO-6: Access to Mineral Resources

As described above, there are no identified mineral resources areas on or near the project site, including oil and gas fields. There are no active mining operations on or near the project site. The project would have no effect on the availability of or access to locally

designated or known mineral resources. The project would have no impact on mineral resources.

Level of Significance: No impact

Mitigation Measures: None required

# 9.0 GREENHOUSE GAS EMISSIONS

## ENVIRONMENTAL SETTING

### Global Climate Change and Greenhouse Gases

Global climate change is a change in the average weather conditions, such as temperature and rainfall, of the Earth over a long period of time. Recent scientific observations and studies indicate that global climate change, linked to an increase in the average global temperature that has been observed, is now occurring. There is a consensus among climate scientists that the primary cause of this change is human activities that generate emissions of greenhouse gases (GHGs) (CAPCOA 2009). GHGs are gases that trap heat in the earth's atmosphere. They include carbon dioxide, the most abundant GHG, as well as methane, nitrous oxide, and other, less abundant gases. Although each GHG has heat-trapping properties, they vary in the amount of heat they can trap. Measurements of GHG emissions are commonly expressed in carbon dioxide equivalent ($CO_2e$), in which emissions of all other GHGs are converted to equivalent $CO_2$ emissions.

GHG emissions in California in 2018, the most recent year for which data are available, were estimated at approximately 425 million metric tons $CO_2e$ – a decrease of approximately 13% from the peak level in 2004. Transportation was the largest contributor to GHG emissions in California, with approximately 40% of total emissions. Other significant sources include industrial activities, with approximately 21% of total emissions, and electric power generation, both in-state and imported, with approximately 15% of total emissions (ARB 2020b).

Concerns related to global climate change include the direct consequences of a warmer climate, but also include indirect effects such as reduced air quality, reduced snowpack, higher-intensity storms, and rising sea levels. All these changes have implications for the human environment, as well as existing ecosystems and the species that depend on them. The United Nations Intergovernmental Panel on Climate Change (IPCC) has concluded that stabilization of greenhouse gases at a concentration of 400-450 parts per million (ppm) $CO_2e$ is required to keep mean global warming below 2° Celsius, which is considered necessary to avoid dangerous impacts of climate change (IPCC 2001). According to data collected by the National Oceanic and Atmospheric Administration, the carbon dioxide concentration in the atmosphere was 413.92 ppm in June 2019 (NOAA 2019).

The State of California, through a collaboration of three agencies, has prepared Climate Change Assessments that provide scientific assessments on the potential impacts of climate change in California and reports potential adaptation responses. The most recent report, issued in 2019, includes assessments of climate change impacts by region,

including the San Joaquin Valley. Potential climate change impacts occurring in the San Joaquin Valley include the following (Westerling et al. 2018):

- Acceleration of warming across the region and state.
- More intense and frequent heat waves.
- Higher frequency of catastrophic floods.
- More intense and frequent drought.
- More severe and frequent wildfires.

## REGULATORY FRAMEWORK

### Federal

Unlike the criteria air pollutants described in Chapter 6.0, Air Quality, GHGs have no "attainment" standards established by either the federal or state governments. Nevertheless, the EPA has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act, due to their impacts associated with climate change (EPA 2009).

In 2015, the Paris Agreement was reached among 196 countries, with each country pledging to take actions to decrease GHG emissions to reach the overall goal of limiting the increase in global temperature to no more than 2° Celsius. Although the United States signed the Paris Agreement, the US withdrew from the agreement during the Trump administration. A new international agreement, with US participation was reached in 2021 in the Glasgow Climate Pact.

### State

California has addressed climate change on its own initiative as early as 1988, when the California Energy Commission was designated as the lead agency for climate change issues. However, the most significant state activities have occurred since 2005, when various executive orders and State legislation established the current framework for dealing with climate change. These actions are listed below.

Executive Order S-3-05 (Schwarzenegger)

Executive Order B-30-15 (Brown)

Assembly Bill 32 Global Warming Solutions Act of 2006

Climate Change Scoping Plan of 2008

Climate Change Scoping Plan Update of 2014

Executive Order B-55-18 (Brown) Carbon Neutrality 2045

Regional and Local Agencies

### San Joaquin Valley Air Pollution Control District

In August 2008, the SJVAPCD adopted its Climate Change Action Plan. The goals of the Climate Change Action Plan are, among others, to establish processes for assessing the significance of project-specific GHG impacts for projects permitted by the SJVAPCD, and to assist local land use agencies, developers and the public by identifying and quantifying GHG emission reduction measures for development projects (SJVAPCD 2008). In 2009, the SJVAPCD adopted an approach to determine the significance of project-specific GHG emissions.

### City of Stockton Climate Action Plan

The City of Stockton adopted a Climate Action Plan (CAP) in 2014 that "outlines a framework to feasibly reduce community GHG emissions in a manner that is supportive of AB 32 and is consistent with the Settlement Agreement and 2035 General Plan policy" (City of Stockton 2014). To achieve this target, the CAP incorporates a Development Review Process through which development projects document the incorporation of measures that would produce targeted GHG reductions. The project is exempt from participation in this program.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact related to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

This EIR conducted its GHG analysis in accordance with CEQA Guidelines Section 15064.4, which states that a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.

Impact GHG-1: Project GHG Emissions and Consistency with Applicable Plans and Policies

The CalEEMod model discussed in Chapter 5.0 Air Quality was used to estimate the total GHG construction and operational emissions associated with the project; the results are available in Appendix B of this EIR. Table 9-1 presents the results of the CalEEMod run.

TABLE 9-1
PROJECT GHG EMISSIONS

| GHG Emission Type | Unmitigated Emissions (metric tons $CO_2e$) | Mitigated Emissions (metric tons $CO_2e$) |
|---|---|---|
| Construction[1] | 120.4 | 120.4 |
| Operational[2] | 198.8 | 164.7 |

[1] Total emissions for construction period.
[2] Annual emissions.
Source: California Emissions Estimator Model v. 2016.3.2.

Based on results from the CalEEMod run, project construction GHG emissions for would be approximately 120 metric tons $CO_2e$ for the construction period. Neither the State nor SJVAPCD has established significance thresholds for GHG emissions from construction activities or from project operations. However, the predicted emissions are incidental, and construction emissions would cease once work is completed.

Project operational GHG emissions would be approximately 199 metric tons $CO_2e$ annually under "unmitigated" conditions (i.e., without implementation of any project features or regulations that would reduce GHG emissions). The CalEEMod run incorporated the following project features and regulations that would reduce GHG emissions:

- Installation of sidewalk along currently unimproved frontage per City standards and connection with other sidewalks in area.
- Availability of existing public transit service.
- Proximity to downtown/job center.
- Use of LED lighting.
- In accordance with SB X7-7, new development would implement water conservation measures that lead to a 20% reduction in indoor and outdoor water use.

With incorporation of these measures, estimated operational GHG emissions would be reduced to approximately 164.7 metric tons $CO_2e$ annually, an approximate 17.3% reduction in GHG emissions from unmitigated levels.

Approximately 83% of the GHG emission reduction programs in the California Scoping Plan counted toward meeting the 29% objective for 2020 are State-level programs, with

the remaining 17% to be achieved by programs at the local government level, including development review. Thus, the local action share of the 29% reduction would be 4.93%. Based on this, it can be assumed that a development project that achieves at least a 4.93% reduction in GHG emissions from business-as-usual levels would be consistent with the objectives of both State and SJVAPCD GHG reduction plans. The 17.3% reduction associated with the project would exceed this local share.

The project would also be consistent with the goal of reducing per capita GHG emissions through compact growth, as set forth in the RTP/SCS. One of the RTP/SCS strategies is to direct growth to existing communities through investments that provide a range of housing choices for existing and new residents. The project would be consistent with this strategy. Overall, impacts related to GHG emissions and GHG reduction plans would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

# 10.0 HAZARDS AND HAZARDOUS MATERIALS

This chapter of the EIR focuses on hazards associated with human or environmental exposure to hazardous materials, airports and aircraft operations and wildfire. Hazards associated with Toxic Air Contaminants (TACs) are discussed in Chapter 5.0, Air Quality; geologic and soil instability hazards are addressed in Chapter 8.0, Geology; and potential flooding hazards are addressed in Chapter 11.0, Hydrology.

## ENVIRONMENTAL SETTING

### Hazardous Materials and Wastes

During the preparation of this EIR, BaseCamp retained Condor Earth on behalf of GCRM to complete a Phase I Environmental Site Assessment (ESA) of the project site in accordance with the American Society for Testing and Materials (ASTM) Standard Practice E 1527-13 guidelines, subject to the limitations identified in the Phase I ESA Report (Condor Earth 2021). Condor's assessment was based on information obtained from a site reconnaissance, an EDR GeoCheck database report of the ASTM-specified data bases, USGS topographic maps and Federal Emergency Management Agency Flood Insurance Rate maps. The complete report of the Condor analysis are shown in Appendix H of this EIR.

The EDR database search returned a total of 309 database entries including numerous leaking underground storage tanks (LUSTs), State registered underground storage tanks (USTs), and State registered aboveground storage tanks (ASTs) among the other listings detailed in the Condor ESA. These records included other underground storage tanks, auto service and cleaning facilities and a Manufactured Gas Plants (MGP). None of the databases entries pertain directly to the project site.

Condor did not perform a comprehensive review of every database listing but focused on adjoining listed properties, properties with open/active cases, and listed properties upgradient from the site with respect to groundwater. All but one of the LUST cases within 1,000 feet have been granted regulatory closure status. Listed sites of note in the project vicinity include:

Gospel Center Rescue Mission Inc., 445 South San Joaquin Street, adjacent to the site. Asbestos containing waste was generated and disposed of at a licensed disposal facility in 2018. Condor found that this property does not pose a risk to the site.

Historic dry cleaner facilities were recorded 300 feet north-northeast of the site. Condor found that these locations do not appear to pose a risk to the site.

PG&E Gas Load Center, approximately 1,000 feet west-southwest of the site. This PG&E former Manufactured Gas Plant (MGP) produced gas from coal and/or crude oil from 1860 through 1930 and was shut down in 1955. The site is monitored by a total of 34 wells, now monitored semiannually. Remediation currently is by natural attenuation. In May 2000, contaminated soil was removed by excavation followed by paving and capping the area. Benzene was detected in groundwater during a March 2018 sampling event. Condor found that his location does not appear to pose a significant risk to the site.

H/S Auto Repair at 300 California Street is located approximately 1,000 feet northeast of the site. This facility, which appears on multiple lists, involved several fuel USTs and one waste oil UST removed in 1992 but which impacted site soils. Since 2007, groundwater extraction, on-site treatment, and discharge to the City of Stockton sewer system is ongoing.

The Condor assessment revealed no evidence of recognized environmental conditions, controlled recognized environmental conditions, or historical recognized environmental conditions in connection with the site except for the following:

It is Condor's opinion that the likely application of termiticides and lead-based paint around the structures constitutes a recognized environmental condition pursuant to the ASTM E 1527-13. Painted wood structures pre-dating the 1970s were likely painted with lead-based paint, and lead may be elevated in soil around the building perimeters. Soil around the building perimeters is also likely to contain chlorinated pesticides from termiticide application.

### Airport Hazards

Development near airports is subject to hazards from accidents associated with aircraft arrivals and departures. In general, development that concentrates residents or employees near airports is discouraged. Airport land use compatibility plans for public airports generally delineate safety zones with specific information on the type of development allowed within each zone.

There are no public or public-use airports in the project area. The nearest airport to the project site is Stockton Metropolitan Airport, approximately 3.7 miles south of the project site. The airport offers scheduled passenger air service, along with general aviation and air cargo services. The project site is not within the Airport's land use compatibility planning area and therefore new development does not require airspace review or land use intensity review.

### Wildfire Hazards

Wildland fires are an annual hazard in San Joaquin County. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires as well as forest fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the county's wildland fire hazard. Human activities are among the major causes of wildland fires, which also include lightning. High hazard areas for wildland fires are the

grass-covered areas in the east and the southwest foothills of the county (San Joaquin County 2016b). The project site and surrounding areas are entirely urbanized and are not subject to wildfire risks.

## REGULATORY FRAMEWORK

### Federal Hazardous Material Regulations

At the federal level, the principal agency regulating the generation, transport and disposal of hazardous substances is the EPA, under the authority of the Resource Conservation and Recovery Act (RCRA). The RCRA established a federal hazardous substance "cradle-to-grave" regulatory program that regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. Under RCRA, individual states may implement their own hazardous substance management programs if they are consistent with, and at least as strict as, the RCRA and receive EPA approval.

The EPA regulates hazardous waste sites under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA), commonly referred to as Superfund. The purpose of CERCLA is to provide authorities the ability to respond to uncontrolled releases of hazardous substances from inactive hazardous waste sites that endanger public health and the environment. The Superfund Amendments and Reauthorization Act amended the CERCLA to, among other things, expand EPA's response authority, strengthen enforcement activities at Superfund sites, and broaden the application of the law to include federal facilities. In addition, new provisions were added dealing with emergency planning and community "right to know."

The U.S. Department of Transportation regulates the interstate transport of hazardous materials and wastes through implementation of the Hazardous Materials Transportation Act. This act specifies driver-training requirements, load labeling procedures, and container design and safety specifications. Transporters of hazardous wastes must also meet the requirements of additional statutes such as RCRA.

### State Hazardous Material Regulations

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including the California Environmental Protection Agency (CalEPA) and the Office of Emergency Services. The California Highway Patrol and California Department of Transportation (Caltrans) enforce regulations specifically related to hazardous materials transport. Within CalEPA, the DTSC has primary authority to enforce hazardous materials regulations for the generation, transport and disposal of hazardous substances under the authority of the Hazardous Waste Control Law, with delegation of enforcement to local jurisdictions that enter into agreements with the agency.

Under both RCRA and the Hazardous Waste Control Law, the generator of hazardous waste must complete a manifest that accompanies the waste from the point of generation

to the ultimate treatment, storage, or disposal location. The manifest describes the waste, its intended destination, and other regulatory information. Copies must be filed with the DTSC. Generators must also match copies of waste manifests with receipts from the treatment, storage, or disposal facility to which it sends waste.

### Local Hazardous Material Regulations

The Unified Hazardous Waste and Hazardous Management Regulatory Program, enacted in 1993, is a state and local effort to consolidate, coordinate, and make consistent existing programs regulating hazardous waste and hazardous materials management. CalEPA adopted implementing regulations for the Unified Program in 1996. The Unified Program is implemented at the local level by a Certified Unified Program Agency (CUPA), which, in San Joaquin County, is the San Joaquin County Environmental Health Department. As the CUPA, the Environmental Health Department administers various programs to minimize potential risks to public health and safety, such as the California Accidental Release Prevention, Hazardous Waste Generator, and aboveground and underground storage tank programs.

Another program for which the CUPA is responsible is the Hazardous Material Business Plan program. A Hazardous Material Business Plan must be prepared by any facility that handles a hazardous material or mixture containing a hazardous material that has a quantity equal to or greater than 55 gallons for liquids, 500 pounds for solids, or 200 cubic feet for a compressed gas at any one time during the reporting year.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact related to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials,
- 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,
- Emit hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school,
- Be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result create a significant hazard to the public or the environment,

- For a project located within an airport land use plan or within two miles of a public or public-use airport if no plan has been adopted, result in a safety hazard or excessive noise for people residing or working in the project area,

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, or

- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

CEQA Guidelines Appendix G also has a Wildfire section that states a project located in or near a State Responsibility Area or lands classified as being in a Very High Fire Hazard Severity Zone may have a significant impact on the environment if it would:

- Substantially impair an adopted emergency response plan or emergency evacuation plan,

- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire,

- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, or

- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

### Impact HAZ-1: Hazardous Material Transportation, Use, and Storage

Hazardous materials that are likely to be used and stored on the project site would include cleaning products and landscaping chemicals such as pesticides, herbicides, and fertilizers. The amount of these potential hazardous materials that would be stored for normal use would likely be below the threshold for preparation of a Hazardous Material Business Plan that would be submitted to the County Environmental Health Department. Anticipated quantities that would be used or stored would not present a health hazard to residents either onsite or in the vicinity. Project impacts related to transport, use, or storage of hazardous materials would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact HAZ-2: Hazardous Material Releases

As noted in a) above, the proposed residential project would not involve the transport, use, or storage of hazardous materials in substantial quantities. Hazardous material storage and use on site would be confined to maintenance and cleaning activities. These materials are not expected to be used or stored in quantities large enough to pose a threat to human health and the environment if released.

Construction activities on the project site may involve the use of hazardous materials such as fuels and solvents, and thus create a potential for hazardous material spills. Construction and maintenance vehicles would transport and use fuels in ordinary quantities. Fuel spills, if any occur, would be minimal and would not typically have significant adverse effects. Contractors ordinarily have absorbent materials at construction sites to clean up minor spills. Other substances used in the construction process would be stored in approved containers and used in relatively small quantities, in accordance with the manufacturers' recommendations and/or applicable regulations.

As noted in the Significance Thresholds, a project could have a significant impact if it emits hazardous emissions or handles hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school. The nearest school to the project site is Spanos Elementary School, approximately 0.2 miles to the east. However, as noted above, project construction and operations would not require the handling or transport of acutely hazardous materials or waste that would endanger schools or the public. The use of small quantities of hazardous materials during project construction would be limited to the project site and would not occur near any schools. The project would not generate any substantial hazardous emissions. Overall, impacts related to releases of hazardous materials would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact HAZ-3: Hazardous Material Sites

A Phase I ESA prepared by Condor Earth did not identify any recognized environmental conditions with the exception of potential contamination of soils surrounding the existing structures by termiticides and/or lead based paint. The Condor ESA indicates it is likely that termiticides and lead-based paint have been applied to and around the existing residential structures. This would involve a recognized environmental condition pursuant to the ASTM E 1527-13 as lead may be elevated in soils around the building perimeters, and these soils are also likely to contain chlorinated pesticides from termiticide application. Condor recommends that upon building removal, exposed soils adjacent to the structures be analyzed for lead and chlorinated pesticides, and that contaminated soil be remediated consistent with applicable regulatory standards, as provided in the mitigation measure specified below.

Level of Significance: Potentially significant

Mitigation Measures:

HAZ-1: Upon building removal, exposed soils adjacent to the structures shall be analyzed for lead and chlorinated pesticides in comparison to the applicable standard. Soil exceeding allowable contamination standards shall be subject to a Phase II study.

HAZ-2: If warranted by soil testing results, a Phase II Environmental Site Assessment shall be conducted to determine the location and extent of soil contamination and exceedance of applicable regulatory standards, and to make recommendations for remediation of any contamination determined to present a potential risk to human health. All recommendations shall be implemented prior to the start of building construction.

Significance After Mitigation: Less than significant

### Impact HAZ-4: Airport Hazards

As noted, there are no public or public-use airports in the project area. There are no public or public-use airports in the project area. The nearest airport to the project site is Stockton Metropolitan Airport, approximately 3.7 miles south of the project site. The project site is not within the Airport Influence Area of Stockton Metropolitan Airport nor within any of its safety zones. It is also not within the Airport Influence Area of any other airports in San Joaquin County. The project would have no impact related to airport hazards.

Level of Significance: No impact

Mitigation Measures: None required

### Impact HAZ-5: Interference with Emergency Vehicle Access and Evacuations

The project is not expected to obstruct South San Joaquin Street or any other public street during construction or once construction is completed. Project construction work would mostly occur on the project site. However, the project would involve minor improvement of the adjacent sidewalks and connections made to utility lines beneath San Joaquin Street. While construction work would be temporary and would cease once work is completed, it has the potential of restricting its use for emergency response or emergency evacuation. Mitigation presented below would ensure that adequate access would be maintained along public streets during construction activities thereby reducing potential impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

HAZ-3: Prior to project construction involving work in off-site streets, the contractor shall coordinate with the City Department of Public

Works and the Stockton Police Department and the Stockton Fire Department if construction will require road closures or lane restrictions.

Significance After Mitigation: Less than significant

### Impact HAZ-6: Wildfire Hazards

The project site is not in a region subject to wildfire hazards. The project would reduce any existing fire hazard on the site by replacing the existing old wood structures with a new building designed to current building codes and including sprinkler systems. Project impacts related to wildfires would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

# 11.0 HYDROLOGY AND WATER QUALITY

## ENVIRONMENTAL SETTING

### Surface Waters

The project site is located in the City of Stockton, which abuts the Sacramento-San Joaquin Delta. The Delta is a 600-square-mile area of waterways and islands of reclaimed land at the confluence of the Sacramento and San Joaquin Rivers. The Delta receives runoff from a watershed that covers approximately 45 percent of the State's land area, including flows from the Sacramento, San Joaquin, Mokelumne, and Cosumnes Rivers (Lund et al. 2007). Portions of the Stockton area are within the legally defined boundaries of the Delta, but the project site is not.

There are no streams or other surface waters on or adjacent to the project site. The nearest stream course is Mormon Slough, located approximately 0.13 miles south of the project site. The Slough near the project site does not typically support surface flows, which are diverted to a box culvert east of Wilson Way. Drainage in the project area is accommodated by the City of Stockton storm drainage system, elements of which are located in the streets surrounding the site. Natural streams elsewhere in the Stockton area have been extensively modified and are confined within levee systems.

### Groundwater

The project site is within the Eastern San Joaquin County groundwater subbasin. The groundwater in the Stockton vicinity generally follows the surface topography, gradually sloping from east to west. As noted in Chapter 9.0, Geology and Soils, groundwater levels at the project site are 30-40 feet below the ground surface.

Groundwater in the San Joaquin County area moves from sources of recharge to areas of withdrawal. The project site is not in an area of substantial groundwater recharge in that the site and vicinity are extensively urbanized. Most recharge to the aquifer system occurs from the Delta and along active stream channels where extensive sand and gravel deposits exist.

The project site would connect to the water supply system of California Water Service (Cal Water); it would not involve any direct withdrawal of groundwater via new groundwater wells. Water supply for the site would be obtained from the available Cal Water supply, less than one-quarter of which comes from groundwater sources (Cal Water 2016). Chapter 16.0, Utilities and Service Systems, discusses project impacts on water supplies and concludes that project demands can be met by Cal Water with no significant impact on water supplies, including groundwater.

### Flooding

According to the Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA), the project site lies within an area classified as Zone X. Zone X denotes areas outside the 100-year floodplain, but within the 500-year floodplain (FEMA 2009). Based on information provided by the San Joaquin County Public Works Department, the project site would not be subject to a 200-year flood at a depth of three feet or greater (SJCPWD 2016), which is the standard for urban flood protection in the Central Valley under SB 5 and companion bills.

The proposed project site, along with most of the Stockton area, is exposed to potential flooding from catastrophic failure of large dams located in the foothill areas to the east of the City. According to a dam failure plan prepared by the County Office of Emergency Services, the project site is potentially subject to inundation from failure of Camanche Dam, the south dikes of Camanche Reservoir, Pardee Dam, and Salt Springs Dam (San Joaquin County OES 2003). The risk of failure of these facilities has been judged to be low, because the likelihood of dam failure is low (City of Stockton 2007).

## REGULATORY FRAMEWORK

### Water Quality Control Plan

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

### National Pollutant Discharge Elimination System

The SWRCB has the responsibility under the federal Clean Water Act through the National Pollutant Discharge Elimination System (NPDES) for the regulation of storm water quality. SWRCB has adopted general permits for construction activity and industrial and commercial use. The Construction General Permit covers all construction activities that disturb at least one acre of soil.

As noted in Chapter 9.0, Geology and Soils, discharges subject to the Construction General Permit must develop and implement a SWPPP, which includes a site map and description of construction activities and identifies the Best Management Practices

(BMPs) that will be employed to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources.

Additional storm water regulation is established in the NPDES area-wide municipal separate storm sewer system (MS4) permit system administered by the SWRCB, which requires affected jurisdictions, including the City of Stockton, to adopt and implement a Storm Water Management Program (SWMP). The City of Stockton has adopted a SWMP, which is intended to minimize the potential storm water quality impacts of development. Program elements most applicable to land development include construction storm water discharge requirements and, the incorporation of post-construction BMPs in new development. The requirements of the SWMP are enforced primarily through the City's Phase 1 Storm Water NPDES permit, issued by the RWQCB, Central Valley Region (Order No. R5-2002-0181).

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality,
- 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,
- Substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site,
- Substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site,
- 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,
- Place housing within a 100-year floodplain as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map,
- Place within a 100-year flood hazard area structures which 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 dam or levee, or
- Inundation by seiche, tsunami, or mudflow.

### Impact HYDRO-1: Surface Water Resources and Quality

As previously noted, there are no surface water resources on the site or in the project vicinity. Therefore, the project would have no direct effect surface waters. However, as noted in Chapter 9.0, Geology and Soils, construction activities would disturb soils, which could be transported off-site by runoff and could eventually enter surface waters. This potential impact would, however be reduced to a less than significant level by the City's standard implementation of its various storm water pollution prevention requirements.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact HYDRO-2: Groundwater Resources

The project would not draw directly from groundwater but would be connected to the California Water Service (Cal Water) system. Less than one-quarter of the Cal Water which comes from groundwater sources (Cal Water 2016). Chapter 16.0, Utilities and Service Systems, discusses project impacts on water supplies and concludes that project demands can be met by Cal Water with no significant impact on water supplies, including groundwater.

Development of the project would replace existing residential uses land with more intensive residential development. As the project site is already urbanized, the project would not substantially reduce the amount of precipitation that currently percolates into the ground. Project impacts on groundwater are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact HYDRO-3: Drainage Patterns and Runoff

Proposed residential development of the site would further alter existing storm drainage patterns with the installation of new buildings, pavement and storm drainage facilities. In addition, proposed improvements on the project site would result in a small increase in the generation of additional runoff due to the introduction of impervious surfaces. This increase, if any, would be reduced by required implementation of City post-construction storm drainage requirements. As a result, the project would have a less than significant effect on drainage patterns and runoff.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact HYDRO-4: Flood Hazards

The project site is in FEMA Zone X, which is outside the 100-year floodplain. The project involves the construction of new housing but not within the 100-year floodplain. The project is within the 200-year floodplain, which is more extensive than the 100-year floodplain; however, the project site would not be subject to 200-year flooding greater than three feet in depth, which would be consistent with required SB 5 findings related to 200-year flooding.

The project site is subject to potential inundation from failure of dams and dikes associated with foothill water storage reservoirs as well as levees confining the flows of project area streams. The probability of failure of these facilities is low at a given time, and these facilities are subject to maintenance, inspection and improvement as required to address predicted flows and flooding potential. Project impacts related to flooding are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact HYDRO-5: Seiche, Tsunami, and Mudflow Hazards

The project site is in a topographically flat area distant from large bodies of open water. Because of this, the project would not be subject to any significant seiche, tsunami or mudflow hazards. The project would have a less than significant effect in this issue area.

Level of Significance: No impact

Mitigation Measures: None required

# 12.0 LAND USE, AGRICULTURE, POPULATION AND HOUSING

## ENVIRONMENTAL SETTING

### Land Use Patterns

The project site is located in the southern portion of the original town plat of the City of Stockton. This portion of the "downtown" area is bounded by Interstate 5 on the west, the Crosstown Freeway (SR 4) on the north, Charter Way on the south and Airport Way on the east. Land uses near the project north of Mormon Slough and Hazelton Avenue are a mix of residential and small-scale commercial uses, which include numerous structures dating to the early 20th century, and some areas of more modern development, including recent affordable housing, City park and school improvement projects between California and Stanislaus Streets.

Commercial uses in the area are concentrated along Lafayette, El Dorado and Center Streets and mixed with single- and multi-family residential uses west of South San Joaquin Street. East of South San Joaquin Street, residential uses of mixed ages and densities are predominant near the project site. Structures of historic age but mostly undetermined historical importance are common in this vicinity. East of Grant Street and extending to Union Street, industrial uses are predominant.

The block containing the project site is entirely urbanized, containing mostly older commercial and residential structures. The project site is occupied by two multi-family residential structures dating to the early 1900s. These structures, to be demolished by the project, are documented as being historically important. Additional information related to these historic structures is provided in Chapter 7.0 Cultural Resources and documented in detail in Appendices C and D. Existing land uses adjacent to the site include the GCRM offices to the south, a health clinic and GCRM Women's Facility to the north, other GCRM facilities, offices, retail commercial and residences to the west.

The Stockton General Plan designates the project site and surrounding area for Commercial use. From Center Street east, the City of Stockton zoning for Downtown Commercial, General Commercial and High-Density Residential uses. Lands in the eastern portion of the area are designated for General and Limited Industrial use. The project site is zoned for Commercial, General (CG) use; the Commercial, General designation can accommodate a range of commercial and residential land uses, including the proposed development with a Planning Commission Use Permit.

## Agricultural Resources

Agriculture is an important part of the San Joaquin County economy. However, the project is not and has not been in agricultural use, or near other areas of agriculture, over the history of the City. The project site and surrounding lands were included in the original City plat and have been developed for urban uses since at least the early 1900s; the existing residences on the project site date from this period as well.

During preparation of the Phase 1 ESA for the project, Condor Earth Technologies obtained and reviewed Sanborn Fire Insurance Maps for the project site and vicinity. Briefly summarized, these maps indicated site uses in 1895 to include a residence, stable, windmill and water tank. By 1917, the stable and storage tank were removed, and two two-story residential structures had been constructed on the site. These structures remain on the 1950 Sanborn map and are present on the site to this day.

The California Important Farmland Maps, prepared by the California Department of Conservation, designate the viability of lands statewide for farmland use. The project site and vicinity are designated Urban/Built-up Land and do not have agricultural value. The project site and vicinity are not Prime Farmland.

Forest products such as timber are considered agricultural products. There are no designated forest lands (i.e., National Forest lands, State forests, or lands zoned for timber production) on the project site or within the City. Therefore, impacts on forestry resources will not be analyzed in this EIR.

The Land Conservation Act of 1965, commonly known as the Williamson Act, was enacted to preserve farmland in California. Under the Williamson Act, a contract is executed between landowners and local governments to voluntarily restrict development on property in exchange for lower property tax assessments based on the existing agricultural land use. The Williamson Act program is inapplicable to the project site; there are no Williamson Act contracts applicable to the project site.

## Population and Housing

As of January 1, 2020, the population of Stockton was estimated at 318,522, an increase of 9.2% from its 2010 population as recorded by the U.S. Census Bureau (California Department of Finance 2020). Table 13-2 below shows population and growth trends in Stockton, San Joaquin County, and the State of California from 2010 to 2020. The U.S. Census Bureau recently completed the 2020 U.S. Census; results are not yet available.

As of January 1, 2020, Stockton had an estimated 101,235 housing units. Single-family detached units (typical houses) accounted for approximately 64.4% of total housing units in Stockton, with multifamily units of two or more per building accounting for approximately 26.9%. The remaining units were single-family attached units and mobile homes (California Department of Finance 2020).

TABLE 13-2
POPULATION OF STOCKTON, SAN JOAQUIN COUNTY, AND CALIFORNIA

| Jurisdiction | Population April 1, 2010 | Population January 1, 2020 | Population Growth 2010-2020 |
|---|---|---|---|
| Stockton | 291,707 | 318,522 | 9.2% |
| San Joaquin County | 685,306 | 770,385 | 12.4% |
| State of California | 37,253,956 | 39,782,870 | 6.8% |

Source: California Department of Finance 2020.

Employment data from the California Employment Development Department indicate that in the Stockton-Lodi Metropolitan Statistical Area, which covers San Joaquin County, the average annual unemployment rate was 5.9% in 2019, the most recent year such data were available. This marked a decrease from 6.1% in 2018 and from a peak of 16.5% in 2010 (EDD 2020a). By comparison, the unemployment rate in California in 2019 was 4.0% (EDD 2020b). Unemployment rates in 2020 increased dramatically because of business closures and labor force reductions from the COVID-19 pandemic and actions to contain its spread. While there has been a recent decrease in the unemployment rate, the employment situation in the Stockton area remains uncertain.

As discussed in Chapter 1.0, Like many larger cities in California, the City of Stockton has seen a significant rise in the homeless population over the last several years. According to the San Joaquin County Continuum of Care Point in Time Count completed in January 2019, Stockton contributed to 58% of the County's homeless population, with a total count of 921, 65% being male. The same count generated in January 2017 reported the same demographic as a total count of 567 (SJCoC, 2019). A large proportion of the homeless population is concentrated in the area south of the Crosstown Freeway extending to Mormon Slough and including the immediate project area. The GCRM, the Stockton Shelter for the Homeless, Stockton Women's Shelter and several other agencies are actively addressing what Governor Newsom termed a homelessness crisis in his 2020 and 2021 State of the State Addresses.

## REGULATORY FRAMEWORK

### City of Stockton General Plan 2040

The City of Stockton adopted its current General Plan 2040 in 2018. The Stockton General Plan is a long-range plan to guide physical, social, and economic development within its Planning Area. It accomplishes this by setting objectives, policies, and standards that will guide future growth within the Planning Area to the year 2040. The General Plan consolidates the State-mandated general plan elements into four multi-faceted chapters, plus the Housing Element. The General Plan Land Use Map illustrates the preferred development pattern for the City, allocating portions of the City for specific

types of development, such as residential, commercial, and industrial, among others. The current City General Plan designation for the project area is Commercial.

City of Stockton Housing Element

In 2016, the City adopted the City of Stockton 2015-2023 Housing Element as part of its General Plan. The Housing Element, one of the required elements of a General Plan, establishes goals and objectives that encourage availability and development of housing adequate to meet the needs of residents at all income levels during the planning period, including the homeless. The following goals and policies are of particular relevance to the project.

> Goal E-7. Provide a range of housing opportunities and services for households with special needs, including extremely low-income residents, farmworkers, persons with language barriers, seniors, large households, single mothers, persons with disabilities, persons diagnosed with HIV/AIDS, and homeless persons.
>
> > Policy HE-7.1 Special Needs Accommodation. The City shall seek to accommodate housing and shelter for residents with special needs through appropriate zoning standards and permit processes.
> >
> > Policy HE-7.2 Homeless Needs. The City shall strive to address the shelter needs of its homeless residents and continue to support the provision of facilities and services to meet the needs of homeless individuals and families.
> >
> > Implementation Measure 23. Continue to Support Organizations Assisting Homeless Persons: The City shall annually apply for and continue to pursue State and Federal funds available to the City, private donations, and volunteer assistance to support homeless shelters. The City shall continue to provide financial assistance from its Emergency Solutions Grant (ESG) funding to homeless service providers and continue to support additional development of shelter facilities as requested by shelter providers. In addition, the City shall review the need for additional shelter facilities and services when it updates its Consolidated Plan.

Non-profit contributions to housing, including the proposed project and other GCRM programs, are supported by the City. Project planning, environmental studies and preparation of this EIR are funded by a City of Stockton grant.

Emergency shelter and transitional housing programs in Stockton are parts of an overall Continuum of Care program oriented to assisting homeless persons in moving from homelessness to transitional housing to permanent housing and independent living. Non-profit entities like GCRM and the Stockton Shelter for the Homeless contribute to this effort while other organizations and agencies like the Housing Authority of the County of San Joaquin, Visionary Home Builders and the Central Valley Low Income Housing

Corporation contribute to develop and make available permanent and transitional housing facilities of low-income persons.

### Stockton Municipal Code – Development Code

Title 16 of the Stockton Municipal Code contains the zoning and development regulations for the City. The zoning regulations provide for specific guidelines for the development of the City in accordance with the Stockton General Plan. Zones are designated for various types of development, and the land uses allowed within each zone are specified. Some land uses in a zone are allowed "by right," while others are allowed with City approval.

The current zoning for the project site is CG, General Commercial. The CG zone allows for development of Social Services Facilities, including Emergency Shelters, subject to a Planning Commission Use Permit.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on land use and population if it would:

- Physically divide an established community,
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect,
- 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, to non-agricultural use,
- Conflict with existing zoning for agricultural use or a Williamson Act contract,
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use,
- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

### Impact LUP-1: Division of Communities

The project site is a part of a existing residential/commercial area that is subject to daily use by numerous homeless persons. The project would provide additional housing units for homeless persons contributing up to 178 beds to the supply of emergency shelter facilities in the project vicinity. The project would not divide existing residential

communities in the area but would accommodate homeless persons in a modern building contributing aesthetically to the existing downtown commercial and residential streetscape. The project would have no impact on division of established communities.

Level of Significance: No impact

Mitigation Measures: None required

### Impact LUP-2: Conflict with Applicable Plans, Policies, and Regulations

The proposed project is consistent with existing Stockton General Plan designations and zoning, both of which allow for the residential services encompassed proposed by the project. The project would be consistent with and substantially contribute to implementing portions of the Stockton Housing Element related to provision of emergency shelter facilities.

With proposed mitigation, the project would have no known significant effect on environmental resources and would increase the supply of housing for the homeless population. Therefore, the project is not expected to conflict with any City plans and ordinance containing provisions designed to avoid or minimize environmental effects.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact LUP-3: Conversion of Farmland

The project site contains no farmland and supports no agricultural uses. Development of the proposed residential facility would have no farmland conversion effect.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact LUP-4: Agricultural Zoning and Williamson Act

The project site is designated and zoned for urban development. The project site is not under a Williamson Act contract nor within a Farmland Security Zone. The project would have no impact on this issue.

Level of Significance: No impact

Mitigation Measures: None required

### Impact LUP-5: Indirect Conversion of Agricultural Lands

Neither the project site nor any lands in the general project vicinity are in agricultural use. The project would not convert existing agricultural lands and would have no other direct or substantial indirect effect on agriculture in the Stockton vicinity. The project would have no effect on indirect conversion of Farmland.

Level of Significance: No impact

Mitigation Measures: None required

### Impact LUP-6: Inducement of Unplanned Population Growth

The purpose of the project is to meet shelter needs of the existing Stockton homeless population. The project would have no known direct or indirect effect on population growth in Stockton.

Level of Significance: No impact

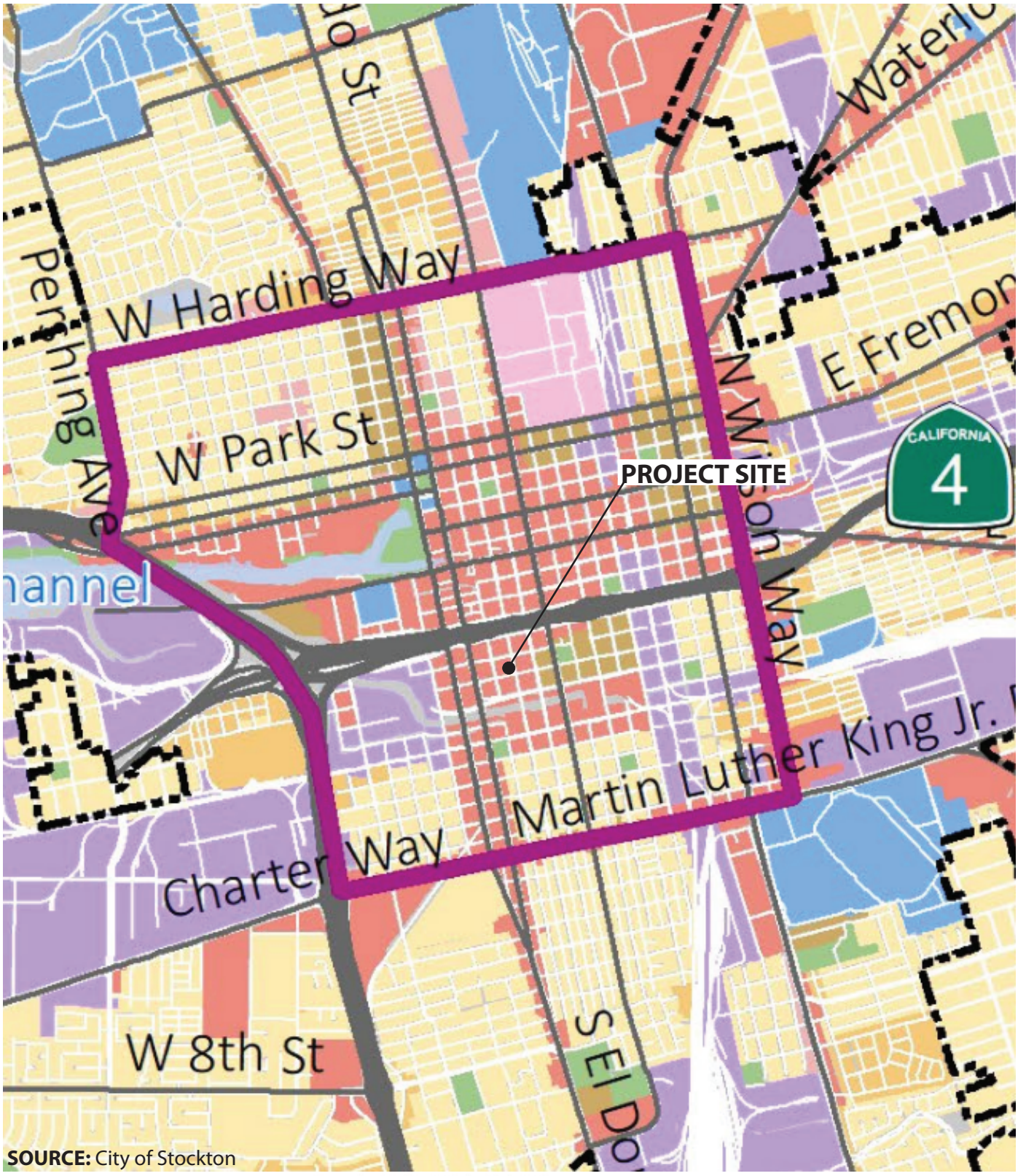
Mitigation Measures: None required

### Impact LUP-7: Displacement of Housing and People

The project site is currently occupied by two residential structures housing approximately 10 people on an ongoing basis. Prior to project construction, existing residents will be relocated to other available GCRM beds. These existing residential beds will be replaced by 144 new beds plus potential overflow capacity. The project would have no impact on displacement of people or housing, and involve a beneficial impact on housing supply for homeless persons.

Level of Significance: No impact

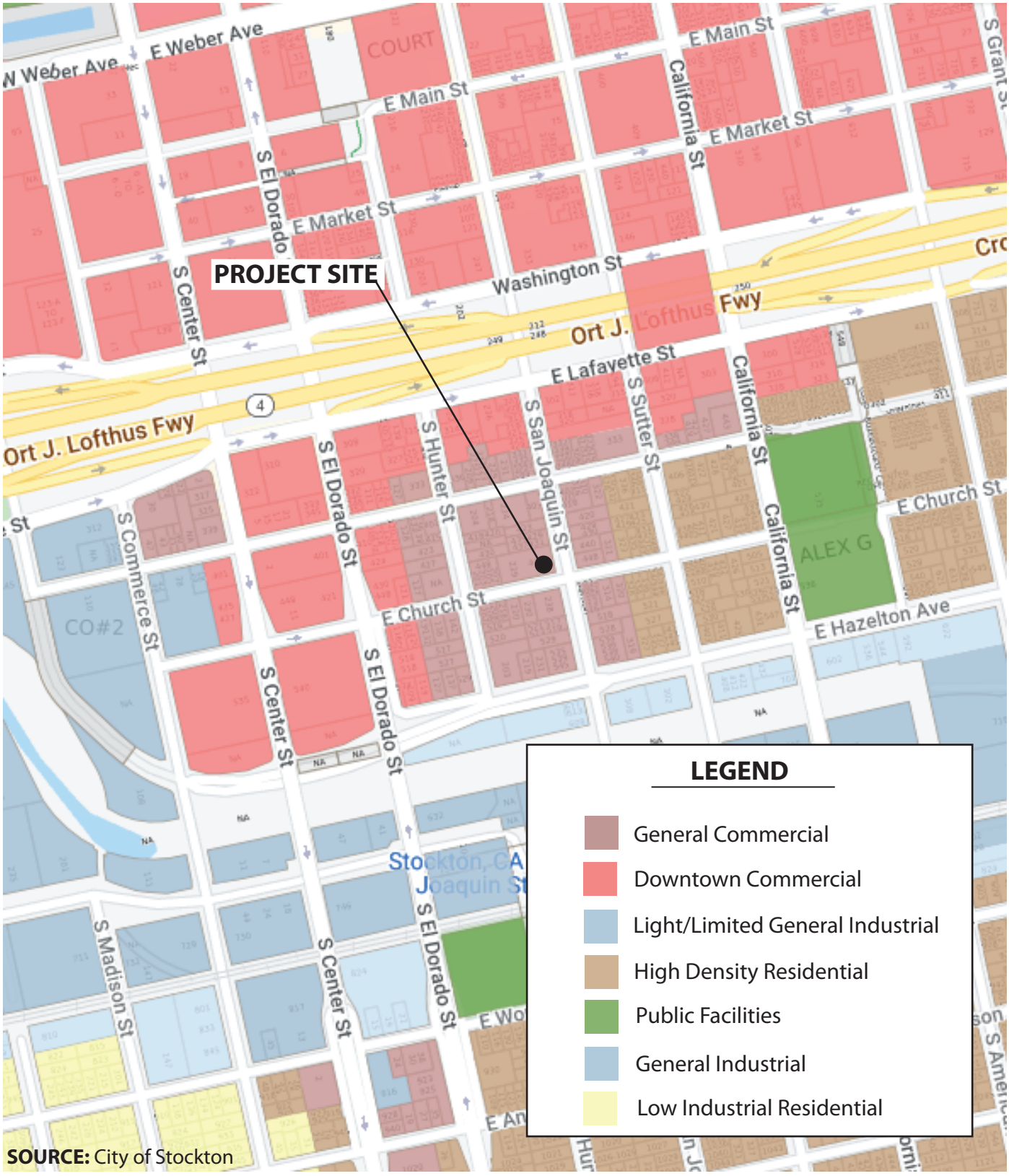
Mitigation Measures: None required




**SOURCE:** City of Stockton

BaseCamp Environmental

Figure 12-1
GENERAL PLAN AMENDMENT




**SOURCE:** City of Stockton

BaseCamp Environmental

Figure 12-2
ZONING MAP

# 13.0 NOISE

## ENVIRONMENTAL SETTING

### Noise Background

Noise is "unwanted sound," or sound that is annoying and/or harmful due to its loudness, pitch, or duration. Adverse effects of noise include annoyance, sleep and speech interference, and hearing loss. Noise analysis criteria are related to both annoyance and environmental health levels. Exposure of existing receptors to elevated noise levels can result from construction activities near existing residences, increases in traffic, or added noise sources.

The decibel (dB) scale was devised to provide a manageable way to measure sound loudness, which is dependent upon sound pressure level and frequency, among other things. Within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by the A-weighting network, which represents the way the human ear perceives noise.

Community noise is commonly described in terms of the "ambient" noise level as measured by the equivalent sound level ($L_{eq}$), or “average” noise level. The $L_{eq}$ is the foundation for other community noise metrics such as the Day-Night Average Level ($L_{dn}$), which is weighted +10 dB during the hours between 10:00 p.m. and 7:00 a.m. to account for greater noise sensitivity during those times.

### Existing Noise Conditions

Existing ambient noise in Stockton was measured during preparation of the Noise Element of the Stockton General Plan; ambient noise measurements were taken at several locations, the nearest to the project site being site LT-1, in the downtown area north of the Crosstown Freeway. Ambient noise at this location ranged from a minimum of 51 dB to a maximum of to 104 dB; the Community Noise Equivalent Level at this location (CNEL) was measured at 75 dB.

The noise environment at the project site and vicinity is primarily related to traffic noise on South San Joaquin Street and noise from the Crosstown Freeway (SR 4), which is approximately 0.14 miles north of the site. The Noise Element of the Stockton General Plan indicates that the project vicinity will be subject to noise levels of between 60 and 65 dB during the planning period. South San Joaquin Street, which is designated as a Collector street in the Stockton General Plan, supports traffic levels of approximately 2,460 trips per day, which would produce minor traffic noise relative to noise from the Crosstown Freeway.

### Groundborne Vibration

Groundborne vibration is not a common environmental problem. It is typically associated with transportation facilities, although it is unusual for vibration from sources such as buses and trucks to be perceptible, except in locations very close to major roads. Some common sources of groundborne vibration are heavy trucks, trains, buses on rough roads, and construction activities such as blasting, pile driving, and operating heavy earth-moving equipment. The project site is not subject to known existing vibration sources; traffic along South San Joaquin Street is generally composed of light vehicles.

## REGULATORY FRAMEWORK

### Stockton General Plan Noise Element

The Noise Element is one of the required elements of a General Plan. In Stockton, the Noise Element sets forth objectives and policies that are intended to protect City citizens from the harmful and annoying effects of exposure to excessive noise, to prevent noise-producing uses from encroaching upon existing or planned noise-sensitive uses, and to emphasize the reduction of noise impacts through planning and project design.

The Noise Element Land Use Compatibility Table indicates that noise levels of up to 60 dB are considered acceptable for Residential land uses and up to 70 dB for Urban Residential Infill projects. Noise levels of up to 70 dB and 80 dB respectively are Conditionally Acceptable.

### Chapter 16.60 - Noise Standards

Stockton Municipal Code Chapter 16.60 incorporates the City's Noise Control Ordinance. Section 16.60.040 states that new or expanded commercial, industrial, and other land use-related noise sources shall mitigate their noise levels such that they do not adversely impact noise-sensitive land uses (e.g., residences) and do not exceed City noise standards.

Table 14-3 shows the City noise standards that would apply to the project. The Stockton Municipal Code specifies other noise standards applicable to industrial land uses. The maximum sound level produced by industrial land uses or by other permitted noise-generating activities within an industrial (IL, IG, or PT) or public facilities (PF) zone shall not exceed 80 dB, and the $L_{eq}$ from these land uses shall not exceed 70 dB during daytime or nighttime hours as measured at the property line of any other adjoining IL, IG, PT, or PF zone.

Section 16.60.030 deems the following activities as violations of the Noise Control Ordinance: construction noise between the hours of 10:00 p.m. and 7:00 a.m., loading and unloading operations between the hours of 10:00 p.m. and 7:00 a.m., public nuisance noise, and stationary non-emergency signaling devices, among other activities. Regarding construction noise, Section 16.60.030 also includes restrictions on construction noise. This section prohibits 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.

TABLE 14-3
EXTERIOR HOURLY NOISE LEVEL STANDARDS
FOR STATIONARY NOISE SOURCES

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

Note: Each of the noise level standards specified above shall be increased by 5 dBA for simple tone, noise consisting primarily of speech or music, or recurring impulsive noises.
Source: Stockton Municipal Code Section 16.60.040.

### Stockton Metropolitan Airport Land Use Compatibility Plan

As described in Chapter 11.0, Hazards, the nearest public airport is Stockton Metropolitan Airport, approximately 3.7 miles southwest of the site. The ALUCP establishes noise contours around Stockton Metropolitan Airport based upon forecasted aircraft activity. The outermost noise contour (60 dB), as delineated in the Stockton Metropolitan Airport ALUCP, does not extend to the project site.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to the recently updated Appendix G of the CEQA Guidelines, a project may have a significant impact related to noise if it would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies,
- Generation of excessive groundborne vibration or groundborne noise levels, or
- For a project located within the vicinity of a private airstrip or an airport land use plan, or within two miles of a public or public use airport if no plan has been adopted, expose people residing or working in the project area to excessive noise levels.

### Impact NOISE-1: Generation of or Exposure to Noise Levels in Excess of Standards – Project Operations

Operation of the project once constructed is not expected to result in any substantial increases in noise on the site or in the project vicinity. All activity related to emergency shelter operations would occur within the proposed structure or in outdoor areas already in use by GCRM and its clients. The project is not expected to result in any substantial change in traffic on roadways serving the project area. Traffic generated by the project is expected to be none to minimal and not of any volume that could result in a measurable change in ambient noise.

Existing ambient noise on and near the project is within acceptable noise levels for outdoor uses in residential areas. As a result, the project will be able to achieve the maximum allowable interior noise level for residential uses of 45 dB using conventional construction.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact NOISE-2: Project Construction Noise

Construction of the proposed project would involve temporary increases in ambient noise levels on and near the site. Equipment involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet, as indicated in Table 13-4. Additional construction noise would be generated by increased truck traffic during the construction phase.

TABLE 13-4
CONSTRUCTION EQUIPMENT NOISE

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

Source: FHWA 2006.

Although project construction noise would cease once construction work is completed, this is considered a potentially significant short-term impact, as the project site is near other existing residential development, including homes across South San Joaquin Street. Temporary noise impacts resulting from project construction would be minimized by implementation of mitigation measures, specified below, that would restrict construction days and hours and would require the use of mufflers on construction equipment. The mitigation measures would reduce construction noise to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

NOISE-1: Project construction shall be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. No construction shall occur on Sundays or national holidays without prior approval from the Community Development Director.

NOISE-2: All equipment used on the construction site during all project phases shall be fitted with mufflers in accordance with manufacturers' specifications. Mufflers shall be installed on the equipment at all times on the construction site.

Significance After Mitigation: Less than significant

### Impact NOISE-3: Groundborne Vibrations

As noted, some common sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, pile driving, and operating heavy earth-moving equipment. The project would not involve, or be in proximity to, any of these potential sources. The project would not be exposed to groundborne vibrations.

Equipment used in project construction activities could generate groundborne vibration that may be detected in sensitive land uses nearby. In most cases, vibration caused by typical construction equipment does not result in adverse effects on people or structures. Construction noise itself typically overshadows any meaningful ground vibration effects on people (Caltrans 2013). Project impacts related to groundborne vibrations would therefore be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact NOISE-4: Airport and Airstrip Noise

As discussed in Chapter 10.0, Hazards and Hazardous Materials, there are no airports, airstrips or aircraft operations in the project area. The project would have no impact related to airport or airstrip noise.

Level of Significance: No impact

Mitigation Measures: None required

# 14.0 PUBLIC SERVICES AND RECREATION

This section addresses the potential direct and indirect environmental effects of the proposed project on providers of the following public services:

- Fire protection
- Police protection
- School
- Parks and recreation
- Other public services (e.g., libraries, hospitals, courthouses)

Chapter 16.0 Utilities and Energy describes public utilities services in the project area, along with utility services provided by private companies.

## ENVIRONMENTAL SETTING

### Fire Protection

The Stockton Fire Department is responsible for fire protection services for the project site. The Fire Department has 12 stations throughout the Stockton metropolitan area. The closest station to the project site is Station 2, an engine company with three on-duty firefighters located at 110 West Sonora Street, approximately 0.3 miles west of the project site. Response time to the project site would be less than five minutes. The second responder would be Station 9, another single engine company with three firefighters, located at 550 East Harding Way, approximately 1.4 miles north of the project site. All public fire protection agencies in San Joaquin County operate under a master mutual aid agreement, under which other fire agencies may be called upon to assist should the resources of one agency be exhausted (San Joaquin County 2016b).

### Police Protection

The Stockton Police Department is responsible for law enforcement service to the project site and vicinity. The main station is located at 22 East Market Street, approximately .2 miles northwest of the project site. The Police Department has over 400 sworn officers. It is the Police Department's policy to respond to all emergency calls within a three- to five-minute period. The Police Department has no adopted service levels.

### Schools

The project site is within the boundaries of the Stockton Unified School District, which provides school services from kindergarten to 12th grade for approximately 40,000 students at 54 school locations. The nearest school facilities to the site include Hazelton Elementary School, located at 535 West Jefferson Street, approximately 1.1 miles southwest of the project site, Spanos Elementary School, located at 536 South California Street, approximately two blocks east of the project site, and Edison High School Located at 100 Martin Luther King, Jr. Blvd., approximately 1.0 miles south of the site.

### Parks and Recreational Services

The City of Stockton provides park and recreational services to the project site and the City as a whole. Eden Gleason Park is the nearest City park, approximately 0.2 miles east of the project site and is equipped with picnic tables, playgrounds, a sports field, and restrooms. San Joaquin County manages Micke Grove Regional Park and Zoo, approximately 9 miles northeast of the project site. Facilities at Micke Grove include a zoo, Wortley Lake with a 40-foot water fountain, the Japanese Garden, the San Joaquin County Historic Museum, and the Fun Town at Micke Grove. The park also has numerous playgrounds, picnic areas, a disc golf course, and a water play area. San Joaquin County also manages Oak Grove Regional Park, approximately 8.5 miles northwest of the project site. Oak Grove Regional Park provides 180-acres of recreation with two nature trails, a 10-acre lake, nature center, several picnic shelters and playgrounds.

### Other Public Services and Facilities

Other public facilities include public libraries and courthouses. Libraries in San Joaquin County have merged with the library system of the City of Stockton. The nearest library to the project site is the Cesar Chavez Central Library, located at 605 N El Dorado Street, approximately 1.0 miles north of the site. All county courthouses are staffed and maintained by the State of California. San Joaquin County has its main courthouse in Stockton, approximately 0.4 miles north of the site, with branches in Lodi and Manteca.

## REGULATORY FRAMEWORK

### SB 50

SB 50, enacted in 1998, created the present School Facility Program, which is a State/local match program for the funding of new kindergarten-12th grade school facilities and the modernization of existing facilities. SB 50 also created several statutory changes in development fees for school facilities, the most notable effect being the pre-emption of school mitigation by the State. Satisfaction of the development fee process outlined in the statute is deemed to be "full and complete mitigation" of the impacts upon school

facilities by new development, regardless of the identified level of impact, including mitigation for CEQA purposes.

SB 50 established a base fee for both residential and commercial/industrial development. This base has been adjusted for inflation every two years. School districts must establish the nexus between the development and the need for school facilities via a fee justification study to impose the biannual increase. Fees are levied and collected at the time the building permit is issued. District certification of the payment of the applicable fee is required before a city or county can issue the building permit.

### City of Stockton Public Facility Fees

The City has established Public Facility Fees to be imposed on residential and non-residential development to defray the costs of new or expanded public facilities that may be necessary to serve the new development. Among the facilities that would be supported by these fees are fire stations, police station expansion, parkland, community recreation centers, and libraries. These fees are revised annually by the City Council based on inflation, indices, and fee studies. The Public Facility Fees are imposed by ordinance and collected when building permits are issued.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment related to public services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or generate a 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,
- Police protection,
- Schools,
- Parks, or
- Other public facilities.

For recreational facilities and services, CEQA Guidelines Appendix G indicates that a project may have a significant impact on the environment if it would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

### Impact PSR-1: Fire Protection

The project would result in the removal of two 100+ year old multi-family residential structures providing 19 beds for homeless men and replace them with a single new building providing shelter for 144 homeless people. It is anticipated that replacement of the existing wooden structures with a modern residential building equipped with adequate access, alarm services and fire sprinklers, would not generate any substantial new demand for fire protection services. Fire services needs associated with the project will be served by the Stockton Fire Department from existing facilities and will not require development of new or expanded fire protection facilities. The project, along with other new development, will be required to pay Public Facility Fees to the City for future expansion of Fire Department facilities required by urban expansion.

The location of construction materials and equipment on the project site during project construction may involve temporary new fire risk if fire suppression access and water supply is not in place. This concern would be addressed by the mitigation measure below. With implementation of this mitigation measure, impacts on fire protection services would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

SERV-1: The contractor shall incorporate adequate access, water supply, alarm and other fire suppression and emergency access/response needs in the proposed project design and shall provide for adequate fire control during construction in coordination with the Fire Department.

Significance After Mitigation: Less than significant

### Impact PSR-2: Police Protection

Development of new housing for homeless persons would likely involve an incremental net reduction in policing demands associated with the homeless population. The proposed facility would be incorporated into the existing GCRM campus, which maintains 24-hour manned security. These demands can be served by the Stockton Police Department without new or expanded police protection facilities. The project will be required to pay Public Facility Fees to the City to provide for future construction of Police Department

facilities that may be required to serve continuing urban development in the City as a whole.

Project construction would, through the concentration of construction materials and equipment on the site, involve new crime opportunities during the construction period. This issue would be addressed by providing for adequate security on the construction especially after hours, as required by the mitigation measure below. With implementation of this mitigation measure, impacts on police protection services would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

SERV-2: The developer shall coordinate with the Stockton Police Department as required to establish adequate security and visibility of the construction site. Measures that the Police Department may require include, but are not limited to, secured fencing around the project site, a licensed uniformed security guard present when the project site is not active, or video surveillance 24 hours per day.

Significance After Mitigation: Less than significant

### Impact PSR-3: Schools

The project site is within the boundaries of the Stockton Unified School District. The project, which would be age-restricted to 18 years of age and older, would not generate new student load. It is assumed that GCRM would, however, be required to contribute school impact fees toward the construction of new schools, which would be a benefit to the school district. Under the provisions of SB 50, the payment of impact fees is considered adequate mitigation for CEQA purposes. Project impacts on schools would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact PSR-4: Parks and Recreational Facilities

The project would not involve any direct effects on parks or recreational facilities, none of which are located in the immediate project vicinity. Since the project is unlikely to generate a population increase, it would not generate a demand for new or expanded parks or recreational facilities or services. Project impacts on recreational facilities are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact PSR-5: Other Public Facilities

Since the project is unlikely to generate a population increase, it is anticipated that the project would not generate a demand for additional library, hospital, or courthouse services. Provision of shelter to a portion of the homeless population could be expected to incrementally reduce demands on these other public facilities and services. No new or expanded facilities would be required. Project impacts on other public facilities would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

# 15.0 TRANSPORTATION

## ENVIRONMENTAL SETTING

Vehicular access to and from the project site, the project vicinity and downtown Stockton is provided by the Crosstown Freeway (SR 4), which provides access to central and south-central Stockton and connects Interstate 5 to the west and SR 99 to the east. Access from the freeway to surface streets is provided at El Dorado/Center Streets and Stanislaus Street interchanges.

South San Joaquin Street is a designated Collector street that intersects the east-west streets of the downtown grid; South San Joaquin Street is continuous across SR 4 as an undercrossing. The street provides four travel lanes with on-street parking and wide sidewalks on both sides within an 80-foot right-of-way. Existing average daily traffic on South San Joaquin street amounts to approximately 3,000 vehicle trips per day (2019 Traffic Volume Flow Map, City of Stockton).

Lafayette Street, which parallels SR 4 two blocks north of the project site, is a one-way east-west Collector street with daily traffic of approximately 3,000 vehicle trips per day near the project site. Lafayette Street is a two-lane street with on-street parking and wide sidewalks on both sides within an approximately 60-foot right-of-way.

Hazelton Avenue, two blocks south of the project site, is an east-west Collector with daily traffic of approximately 4,400 vehicle trips per day. This four-lane street has sidewalks and on-street parking on both sides. Right-of-way width along South San Joaquin Street widens from 80 feet to 100 feet at South San Joaquin Street; west of South San Joaquin, Hazelton Avenue is median-divided.

Streets at and near the site have concrete sidewalks of varying widths on both sides. There are no existing or planned bikeway designations along South San Joaquin Street.

The San Joaquin Regional Transit District (SJRTD) is the primary provider of public transportation service in Stockton, offering fixed-route, flexible fixed-route, and dial-a-ride services in Stockton. Fixed route services within the Stockton Metropolitan Area are provided by standard service buses that provide connections to most areas of Stockton and Metro Express buses with increased frequencies along major corridors in Stockton. Most fixed-route buses stop within 0.5 miles of the project site at the Downtown Transit Center.

SJRTD also offers Metro Hopper, a deviated fixed route bus service which serves popular destinations throughout Stockton. There are eight Metro Hopper routes within the city limit that run approximately every hour. These lines can deviate from their route up to approximately one mile which increases transit coverage to approximately 75 percent of

the Stockton Metro Area for Americans with Disabilities Act-certified customers. The project site is reachable by Metro Hopper Routes 5 and 9 (Stockton 2040 General Plan Update, SJRTD 2019).

There are no railroads in the immediate vicinity of the project site. Railroad lines are located about four blocks to the south and seven blocks to the east. A relatively large railroad switching and makeup yard extends southernly from a point on this line at Charter Way.

There are no airports or airstrips in the vicinity of the project site.

## REGULATORY FRAMEWORK

### CEQA Guidelines Section 15064.3

SB 743 into CEQA analysis. SB 743 was enacted in 2013 with the intent to balance congestion management needs and the mitigation of the environmental impacts of traffic with statewide GHG emission reduction goals, mainly by developing an alternative mechanism for evaluating transportation impacts. Section 15064.3 of the CEQA Guidelines states that VMT is the preferred method for evaluating transportation impacts, rather than the commonly used LOS. The VMT metric measures the total miles traveled by vehicles as a result of a project. VMT accounts for the total environmental impact of transportation associated with a project, including use of non-vehicle travel modes.

### City of Stockton General Plan

The Transportation and Circulation Element of the Stockton General Plan sets forth policies and implementation measures related to transportation in the City. Policy TC-2.1 of the Circulation Element states that the City shall maintain LOS D or better for all City streets, with some exceptions that do not include East Hammer Lane and Maranatha Drive adjacent to the project site.

### City of Stockton Public Facility Fees

The City has established Public Facility Fees to be imposed on residential and non-residential development to defray the costs of new or improved streets that may be necessary to serve the new development. Among the facilities that would be supported by these fees are street improvements and traffic signals. These fees are revised periodically by the City Council based

### City of Stockton Bicycle Master Plan

On December 2017, the City adopted an update to its Bicycle Master Plan, which was originally adopted in 2007. The 2007 Plan was developed and adopted as part of the City's General Plan update to provide a comprehensive system of bicycle lanes on

arterial streets, bicycle routes on residential streets, and bicycle paths. The 2017 update reorients the selection and prioritization of investments in bicycle facilities and describes the highest priority projects to improve connectivity, safety, and mode shift and access. Neither existing nor proposed bicycle facilities have been designated in the immediate vicinity of the project site.

### Regional Transportation Plans

Regional transportation plans applicable to Stockton have been prepared by SJCOG. SJCOG is a joint powers authority comprised of the County of San Joaquin and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. The primary role of SJCOG is to foster intergovernmental coordination within San Joaquin County. SJCOG is overseen by a Board of Directors which allocates funding for transportation improvements. The Board also establishes regional transportation policies and programs. SJCOG transportation plans include the Regional Transportation Plan/Sustainable Communities Strategy, Regional Congestion Management Plan and regional plans for Bicycle, Pedestrian, and Safe Routes to Schools and Regional Transit Systems among several others with limited relevance to the project; these plans are not discussed further here.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact related to transportation if it would:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities,
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b),
- Substantially increase safety hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or
- Result in inadequate emergency access.

### Impact TRANS-1: Conflict with Traffic Plans, Ordinances, and Policies

The proposed project is intended to provide emergency shelter for the existing population of homeless men in Stockton. By and large, few members of the target population have automobiles for transportation and are thus independent of non-public surface transportation. The GCRM estimates that approximately 10% of the project population, or 15-20 men at any one time, may have the use of motor vehicles for work, school or

other transportation purposes. Transportation needs of other project residents will typically be met by walking, bicycling or use public transit systems. Increased staffing associated with the project will consist of three new full-time or full-time equivalent Case Managers.

Resident-owned and employee vehicles will not initially be provided with on-site parking and would need to be parked in on-street spaces or existing parking garages in the downtown area. There is a small area of existing parking on the west end of the project site but no new parking will be added.

This would result in a small varying demand on parking in the general project vicinity. Based on the provisions of its proposed strategic plan, the purchase of campus-adjacent parking areas will be a #1 priority. Vehicular traffic generated by the project will therefore be distributed to the general project neighborhood. Traffic generated by these few persons would amount to less than 100 trips per day, perhaps 10 trips during AM or PM peak hours; traffic generation would in any event be minor from a transportation planning perspective and would not warrant preparation of a Traffic Impact Assessment under City guidelines.

Project-related traffic would not result in any foreseeable effect on City or regional transportation policies or transportation management plans. Project effects on traffic plans, ordinances, and policies would be less than significant.

Level of Significance: Less than significant.

Mitigation Measures: None required

### Impact TRANS-2: Conflicts with Non-Motor Vehicle Transportation Plans

The project would not result in any known direct increase in demand for public transit service. However, it can be expected that SJRTD bus routes will be able to accommodate the additional passengers the project would generate. This would be consistent with SJRTD goals that encourage further use of public transit. Project effects on public transit are considered less than significant.

The project would not result in any known direct increase in demand for bicycle and pedestrian facilities. The project is thoroughly served by existing streets and sidewalks, which will not be adversely affected by project construction. Project impacts on bicycle and pedestrian facilities would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact TRANS-3: Consistency with CEQA Guidelines Section 15064.3(b)

As discussed above, VMT is now the preferred method for evaluating transportation impacts, rather than LOS. The City is considering adoption of VMT impact standards,

scheduled for hearing in October 2022. VMT impacts associated with low-income or affordable housing are generally acknowledged to be so low as to be negligible and are typically "screened out" of the need for impact analysis. The proposed is unlikely to result in any substantial VMT effect, much less an adverse effect. The proposed project is clearly in the low-income or affordable housing, and as stated by GCRM, only a fraction of residents will have motor vehicles available for their use. The future population of the project will be drawn from the existing homeless population of Stockton and would not represent new motor vehicle travel in the downtown area.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact TRANS-4: Safety Hazards

The proposed project would not involve addition of new access or parking facilities or involve any adverse effect existing street or sidewalk improvements in the immediate project vicinity. Access to the proposed facility would be from existing pavement areas within the GCRM campus. Construction of the proposed dormitory will include the replacement of existing damaged sidewalks, curb and gutter along the project's South San Joaquin Street frontage.

The project would not result in any known potential safety concerns.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact TRANS-5: Emergency Access

As described in Chapter 3.0, Project Description, the project would be designed and constructed in accordance with the adopted Building Code and would include ADA accessibility on all floors. The project would therefore be adequately accessible for emergency services. The proposal building would be accessible to emergency services from South San Joaquin Street as well as from the existing GCRM campus. Project impacts related to emergency access would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

# 16.0 UTILITIES AND ENERGY

## ENVIRONMENTAL SETTING

### Wastewater/Sewer Systems

Sanitary sewer services to the project site and area are provided by the City of Stockton. The City of Stockton's sanitary sewer system includes approximately 914 miles of gravity sewers and force mains (pressure pipelines), ranging from less than 6 inches to 72 inches in diameter, and 27 sewer pump stations. Wastewater in the system generally flows westerly to the Stockton Regional Wastewater Control Facility on Navy Drive, where it is treated and discharged to the San Joaquin River.

The Regional Wastewater Control Facility consists of a main treatment plant with a capacity of 48 million gallons per day (mgd), and a tertiary treatment plant with 55 mgd capacity. The tertiary treatment plant includes approximately 630 acres of oxidation ponds, an engineered wetland, disinfection facilities, and a river outfall discharge system. Average dry-weather flows to the Regional Wastewater Control Facility were about 27 mgd in 2017 (City of Stockton 2018b).

The proposed project would connect to the City system at one of the existing City lines serving the project area, at either the six-inch line that flows north along South San Joaquin Street, or at one of two lines flowing west along Church Street.

### Water Systems

The California Water Service Company, Stockton District, (Cal Water) serves the central part of the City of Stockton with purchased water and groundwater. Cal Water purchases water from the Stockton East Water District (SEWD), which obtains surface water supplies from the New Hogan Reservoir on the Calaveras River and the New Melones Reservoir on the Stanislaus River. Raw purchased water is treated at SEWD's treatment immediately east of the city. Cal Water produces groundwater from the East San Joaquin Subbasin of the San Joaquin Valley Groundwater Basin. Cal Water provides potable water to the range of land uses, including the project site, in the downtown area via pipelines located in the public streets.

### Storm Drainage

Storm water in the City is collected by the City storm drain system and discharged to the San Joaquin River and other terminal drainages in the City. The City's storm drainage system includes 620 miles of 4-inch to 96-inch storm drains. Multiple pump stations and lift stations are used to pump drainage into receiving waters. Major receiving waters

include the San Joaquin River and Walker/French Camp Slough, among other channels. Chapter 12.0, Hydrology, discusses regulations applicable to the collection of storm water drainage. A 15-inch City storm drain is located in South San Joaquin Street at the project frontage.

### Solid Waste

The City's exclusive franchise haulers, Republic Services and Waste Management, Inc., provide solid waste collection in Stockton, including source-separated curbside recycling, to both residential and commercial uses. Currently, residential solid waste generation comprises approximately 22% of the total annual solid waste generation; commercial solid waste generation comprises approximately 78%.

Solid waste is disposed at existing private and County-owned landfill facilities. According to the General Plan 2035 Background Report, the City's solid waste is transported and disposed of primarily at three active sanitary landfills: the Forward Landfill on South Austin Road with available capacity to 2020, the North County Landfill on East Harney Lane with available capacity to 2048, and the Foothill Sanitary Landfill on North Waverly Road with available capacity to 2082 (CalRecycle 2021).

AB 939, state legislation enacted in 1989, requires local jurisdictions to divert at least 50% of their solid waste from landfills by 2000. The City's existing 50% recycling rate places the City in compliance with AB 939. More recent legislation, AB 341, increases the recycling requirement to 75% of solid waste by 2020.

Stockton Municipal Code Sections 8.28.020 through 8.28.070 requires that all building permit applicants identify the debris the project will generate and recycle to meet the waste diversion requirement of at least 50 percent of materials generated as discards by the project.

### Electrical and Communications Systems

Electrical usage within the City is served from a transmission network owned by PG&E. PG&E electrical facilities in the project area include overhead and underground 12-kilovolt distribution lines within existing streets and public utility easements. Centralized natural gas service is available from PG&E, the only provider of such service, from existing lines located in streets adjacent to the project.

AT&T provides telephone services to the Stockton area. Services are available to the project site from existing lines located on joint pole systems with PG&E electrical facilities. Comcast provides cable television services to the City of Stockton and vicinity; cable facilities are also generally located on the electrical pole system. These state-regulated franchise utilities are obligated to extend services to new development site as necessary.

## Energy

CEQA requires that an EIR includes a discussion of the potential energy impacts of a proposed project, with emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy. Appendix F of the CEQA Guidelines provides guidance for a discussion of energy impacts. Subjects may include identifying wasteful, inefficient and unnecessary consumption of energy during project construction, operation, maintenance and/or removal that cannot be feasibly mitigated, and the pre-emption of future energy development or future energy conservation. The most recent revisions to the CEQA Guidelines contain a new section in the Environmental Checklist in Appendix G that addresses energy.

### Energy Usage

According to the latest information from the U.S. Energy Information Administration, California consumed 7,830 trillion British thermal units (BTUs) of energy in 2016. Only Texas consumed more energy. However, consumption per capita in California was 197 million BTUs, which was 49th among all states and the District of Columbia. Transportation accounted for approximately 39.8% of the energy consumed in California, followed by industrial with 23.7%, commercial with 18.9%, and residential with 17.7%. Natural gas accounted for approximately 2,250 trillion BTUs of the energy consumed in California, while motor gasoline accounted for approximately 1,700 trillion BTUs. California ranked third in the U.S. in petroleum production, third in conventional hydroelectric generation, second in net electricity generation from all other renewable energy resources combined, and first as a producer of electricity from solar, geothermal, and biomass resources (EIA 2017).

Electricity is a major energy source for residences and businesses in California. In 2016, electricity consumption in California totaled approximately 285,701 gigawatt-hours (GWh) (CEC 2018a). In San Joaquin County, electricity consumption in 2016 totaled approximately 5,457 million kilowatt-hours (kWh) [5,457 gigawatt-hours], of which approximately 3,698 million kWh were consumed by non-residential uses and the remainder by residential uses (CEC 2018b). As indicated above, natural gas is another major energy source. In 2016, natural gas consumption in California totaled approximately 12,750 million therms (CEC 2018a). In San Joaquin County, natural gas consumption in 2016 totaled approximately 195 million therms, of which approximately 115 million therms were consumed by non-residential uses and the remainder by residential uses (CEC 2018c).

Motor vehicle use accounts for substantial energy usage. The SJCOG estimated countywide vehicle miles traveled (VMT) daily was 17,868,785 miles in 2015, which led to the consumption of approximately 511 million gallons of gasoline and diesel fuel in 2015 (SJCOG 2018). Travel mileage in San Joaquin County is influenced by the County's relative jobs/housing imbalance and the resulting commute patterns, which involve relatively long commute trips. Approximately 30% of the employed workforce living within San Joaquin County commute to out-of-county job sites (SJCOG 2018).

### Energy Systems and Facilities

Electrical usage within most of the County, including Stockton, is served from a transmission and distribution network owned by PG&E. Principal elements of the PG&E network are several transmission lines ranging in voltage from 115 kilovolts (kV) to 500 kV, the highest voltage lines that are in the southwestern corner of the County. PG&E electrical facilities in the project vicinity include overhead and underground 12-kV electrical distribution lines within existing streets and utility easements. Centralized natural gas service is available in Stockton from PG&E, the only provider of such service. As with the communications systems, these state-regulated energy franchise utilities are obligated to extend services to new development sites as necessary.

## REGULATORY FRAMEWORK

### City of Stockton Public Facility Fees

The City has established Public Facility Fees to be imposed on residential and non-residential development to defray the costs of new or expanded public facilities that may be necessary to serve the new development. Among the facilities that would be supported by these fees are water and wastewater facilities, which are also supported from other revenue sources. These fees are revised annually by the City Council based on inflation, indices, and fee studies. The Public Facility Fees are imposed by ordinance and collected when building permits are issued.

### Public Utilities

Electrical, gas, communications and waste disposal services typically operate in cities subject to a franchise agreement with the city and requirements of the California Public Utilities Code. The franchisee is obligated to provide service throughout the city and maintain its facilities in good working order and entitled to collect fees from customers.

### Solid Waste Regulations

The California Integrated Waste Management Act (AB 939), State legislation enacted in 1989 and subsequently amended, requires local jurisdictions to divert at least 50% of their solid waste from landfills by 2000. The City's 50% solid waste recycling rate places it in compliance with AB 939. More recent legislation, AB 341, increased the recycling requirement to 75% of solid waste by 2020.

Stockton Municipal Code Sections 8.28.020 through 8.28.070 is the City's Construction and Demolition Debris Waste Reduction Ordinance. The ordinance requires all permit applicants identify the debris the project will generate and recycle accordingly. Permit applicants for covered project are required to meet the waste diversion requirement of at least 50 percent of materials generated as discards by the project, regardless of whether the permit applicant performs the work or hires contractors, subcontractors or others to perform the work.

### California Energy Efficiency Regulations

California has implemented numerous energy efficiency and conservation programs that have resulted in substantial energy savings. The State has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Codes of Regulations, Title 24. Part 6 of Title 24, also known as the California Energy Code, contains energy conservation standards applicable to all residential and non-residential buildings throughout California, including schools and community colleges. These standards are occasionally updated. The City of Stockton has adopted the 2013 version of the California Energy Code as part of its building codes.

In 2002, California adopted a Renewables Portfolio Standard, and subsequently modified it in 2006 and 2011. Under the 2011 modifications, all electricity retailers in the state must generate 20% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2013, 25% by the end of 2016, and 33% by the end of 2020. As of the end of 2017, California derived 30% of its electricity from renewable sources, which is within 3% of the 2020 target and within 20% of the 2030 target (CEC 2018a).

In 2015, SB 350 was signed into law, which increased the electricity generation requirement from renewable sources to 50% by 2030. Most recently, in 2018, SB 100 was enacted. SB 100 accelerated the schedule for 50% electricity generation from renewable sources to 2026 and set a goal of 60% electrical generation from renewable sources by 2030. It also set the goal that, by the end of 2045, eligible renewable energy resources and zero-carbon resources will supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all State agencies.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects,
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years,
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments,

- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, or

- Not comply with federal, state, and local statutes and regulations related to solid waste.

Recently, the Environmental Checklist in CEQA Guidelines Appendix G was updated to include questions regarding energy consumption and conservation. The updated checklist indicates that a project may have a significant impact on the environment if it would:

- Result in potentially significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, or

- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

### Impact UTIL-1: Wastewater Services and Facilities

The project would connect to existing sanitary sewer lines within City streets adjacent to the GCRM. The Stockton Public Works (Okubo, pers. comm.) has indicated that it appears that there is adequate capacity in the existing sewer line on S San Joaquin Street to accommodate the proposed project. The RWCF currently has substantial additional treatment capacity - approximately 22 mgd - to serve additional development. Project impacts on the City's wastewater system would be less than significant.

The project would not require or result in the construction of new sewers or wastewater treatment facilities, or expansion of existing facilities, the construction of which would potentially cause significant environmental effects.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact UTIL-2: Water Services and Facilities

The proposed project would obtain potable water service from existing Cal Water lines in streets adjoining the GCRM and project site. Cal Water has indicated that adequate capacity is available in the existing water system to accommodate the proposed project. The General Plan 2040 EIR states that adequate water supply is available to meet project urban water needs through the planning period. Project impacts on the Cal Water system would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact UTIL-3: Stormwater Services and Facilities

The project site is composed entirely of impervious surfaces that drain to existing City of Stockton storm drainage facilities. The project would replace existing impervious rooftops and paving with new impervious areas that tie into an existing 15-inch City storm drain in South San Joaquin Street. The project would not result in the construction of new impermeable surfaces that would increase runoff from the site.

Level of Significance: No impact

Mitigation Measures: None required

### Impact UTIL-4: Solid Waste

As indicated in the Environmental Setting above, solid waste generated by the project would be collected by existing City franchise haulers and disposed to existing landfills in the County. These existing landfills would have adequate capacity to accommodate the amount of solid waste that would be generated by the project. The project would have less than significant impacts related to solid waste.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact UTIL-5: Energy and Telecommunications Facilities

As noted above, existing electrical, natural gas, telephone, and cable television lines are available near the project site, and services would be extended to the project in accordance with these existing franchises. The project would have access to these services without requiring significant expansion. Project impacts on energy and communications systems would be less than significant. Chapter 23.0, Other CEQA Issues, evaluates project impacts related to energy consumption and conservation.

Level of Significance: Less than significant

Mitigation Measures: None required

### Impact UTIL-6: Project Energy Consumption

Project construction would consume energy in the course of demolishing existing buildings and constructing the new dormitory structure and site improvements. The project site is a flat urban lot, which would not involve any extraordinary excavation or grading requirements or unusual construction activities. Project construction is not expected to involve substantially inefficient, wasteful, or unnecessary consumption of energy.

Project operations would involve a substantial increase in energy usage compared to the existing structures, but the proposed new structure would be designed in accordance with

current energy conservation requirements incorporated into the Uniform Building Code as adopted by the City. There is no indication that the project would consume energy in in greater quantities than other comparable residential facilities or that the project would involve substantially inefficient, wasteful, or unnecessary consumption of energy. Overall, impacts of the project on energy consumption would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

# 17.0 CUMULATIVE IMPACTS

## 17.1 INTRODUCTION TO CUMULATIVE IMPACTS

A cumulative impact, as defined by CEQA Guidelines Section 15355, is an environmental effect that may result from the combination of two or more environmental effects associated with the proposed project, or from the combination of one or more project environmental effects with related environmental effects caused by other closely related projects. Cumulative impacts may also result when a project's environmental effects compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

CEQA Guidelines Section 15130 states that an EIR must discuss the cumulative environmental impacts of a project "when the project's incremental effect is cumulatively considerable." As described in CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" effects occur when the incremental effects of an individual project are significant when viewed in connection with the effects of other closely related projects, including past projects, current projects, and probable future projects.

If the project does not involve a cumulatively considerable contribution to a significant cumulative effect, the project's effect does not need to be considered significant, and discussion in the EIR can be limited to the basis for that conclusion. Projects that do involve cumulatively considerable contributions may involve significant cumulative impacts. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. As provided in *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1996) a project's cumulatively considerable contribution to a significant cumulative impact can be reduced to a less-than-considerable level with mitigation measures.

The analysis of cumulative impacts is to be based on either 1) a list of past, present, and probable future projects producing related or cumulative impacts, or 2) on a summary of projections contained in an adopted general plan or related planning document, or in a prior certified environmental document which described or evaluated regional or area-wide conditions contributing to the cumulative impact. Where significant cumulative impacts are identified, the EIR must examine reasonable, feasible options for mitigating or avoiding the project's contribution to a less than considerable level. In some cases, the only feasible mitigation may involve the adoption of ordinances or regulations. For this EIR, the summary approach is used.

The following cumulative impact analysis determines for each environmental discipline:

- The geographic context for the analysis,
- Whether there exists the potential for a significant cumulative impact in that environmental discipline,
- Whether the project would make a cumulatively considerable contribution to a significant cumulative impact, or make significant an impact that was otherwise less than significant, and
- Whether and how a significant cumulative impact or a considerable contribution to that impact can feasibly be avoided or reduced to a less than significant or less than considerable level.

Where relevant, the analysis and mitigation measures from the Stockton General Plan EIR are summarized in the following chapter sections. As set forth below, the proposed project would not involve any known change in, or any considerable new contribution to, the significant cumulative impacts identified in the Stockton General Plan EIR.

## 17.2 CUMULATIVE IMPACT SETTING

The project site is within the jurisdiction of the City of Stockton. As described in Chapter 12.0, Land Use, the project site is subject to the Stockton General Plan 2040. The Stockton General Plan EIR considered the cumulative environmental effects of the development of lands designated in the General Plan for development, including the project site (City of Stockton 2018).

The proposed project would contribute to the long-range cumulative environmental impacts identified in the Stockton General Plan EIR, including potential cumulative impacts of planned urban development on the resources and environmental conditions addressed at a project level in this EIR. Where appropriate, the Stockton General Plan 2040 and associated EIR will be cited in this chapter.

## 17.3 CUMULATIVE IMPACTS OF PROJECT

### 17.3.1 Aesthetics and Visual Resources

Cumulative impacts on aesthetics are assumed to be localized; that is, aesthetic changes at a site will not generally impact aesthetics at another site if the sites are not visually connected in some fashion. A visual connection between sites could be established by juxtaposition or by location along a travel corridor, among other possibilities. For the purposes of this EIR, the geographic context for cumulative analysis is defined as the "project vicinity," defined more precisely as the area within the APE identified in the Historic Resource Evaluation for the project (see Chapter 7.0, Cultural Resources).

The project would result in the removal of two residential buildings considered to have historical and architectural value. This would alter the visual landscape of the project vicinity. However, the buildings are not in a designated historic district and are in relatively poor condition. The Stockton General Plan EIR concluded that aesthetic impacts would be less than significant with implementation of applicable General Plan policies and actions. The design of the proposed project will be required to meet adopted community standards through the Site Plan and Design Review process, which would improve the visual appearance of the area. Scenic vistas identified in the Stockton General Plan would not be affected. The project would not result in a considerable contribution to any cumulatively significant aesthetic effect.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

### 17.3.2 Air Quality

Cumulative impacts on air resources may be assessed at both a regional and local level. The project would involve contributions to potential air quality impacts at the regional level, defined as the San Joaquin Valley Air Basin, and at the local level, defined as the project vicinity. Regional air quality conditions are described in detail in Chapter 5.0, Air Quality. Past and present agricultural, urban, and other development within the Air Basin has resulted in significant air quality impacts, mainly the designation of the Air Basin as nonattainment for federal and/or state ambient air quality standards for ozone and particulate matter.

The potential cumulative air quality impacts of the Stockton General Plan were addressed in the General Plan EIR. General Plan policies and actions that address air quality issues were noted, and mitigation measures were identified. However, even with implementation of mitigation measures, impacts related to consistency with air quality plans, short-term and long-term pollutant emissions, and violation of air quality standards were found to be significant and unavoidable.

Chapter 5.0 quantifies the criteria air pollutant contributions of the proposed project to existing and predicted future levels of these pollutants. While SJVAPCD air quality management plans and programs are oriented to the reduction of existing air pollution and attainment of ambient air quality standards, air pollution generated by the project would at least contribute to existing, significant exceedances of ozone and particulate matter standards.

As described in Chapter 5.0, estimates of air pollutant emissions indicate that the project would not approach, much less exceed, SJVAPCD construction or operational significance thresholds. The GAMAQI notes that emissions from a project may be cumulatively considerable even if they are below SJVAPCD significance thresholds. However, as discussed in Chapter 5.0, the significance thresholds are used to evaluate impacts of project-specific emissions on regional air quality and the ability of the Air Basin to reach attainment of air quality standards. The proposed project's contributions

would be small and would not result in a considerable contribution to a significant cumulative air quality impact in the Air Basin.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

### 17.3.3 Biological Resources

Cumulative impacts on biological resources can be addressed in terms of habitat areas for individual sensitive species, watersheds, or bioregions. The proposed project site is in an area that has been entirely urbanized and is not biologically diverse or sensitive. For the purposes of this EIR, the geographic context for cumulative biological resource analysis is defined as the project vicinity.

The project vicinity has been subject to significant biological resource impacts because of past urban development. As a result, and as characterized in Chapter 6.0, Biological Resources, the project vicinity does not support populations of common or sensitive wildlife species. Biological resources impacts discussed in the Stockton General Plan EIR focus mainly on the consequences of conversion of open space, which is not found on the project site or in the immediate vicinity. The project site is developed for urban uses and has no habitat for either resident or migratory species. No streams or other Waters of the U.S. or State are on or near the project site. Because of this, the proposed project would not result in a considerable contribution to a significant cumulative biological resource impact.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

### 17.3.4 Cultural Resources and Tribal Cultural Resources

The geography of cultural resource impacts can be defined by region, by political subdivision or by the geography of the cultural resources present in an area, where adequate inventory data are available to define it. Resource information is ordinarily available only for small percentages of a given area – those areas that have been intensively surveyed. This is true for the project site, which has geomorphology and land use history in common with the City of Stockton as a whole. For the purposes of this EIR, the geographic context for cumulative analysis of cultural resources and tribal cultural resources is defined as the City of Stockton.

As described in Chapter 7.0, Cultural Resources and Tribal Cultural Resources, no known tribal cultural resources are located on the project site, and no tribes have yet expressed interest in response to the City's AB 52 notification.

The project site contains two buildings that have been determined to be cultural resources of significance, due to their historic age and their architectural value. These buildings are currently not listed on federal or State historical registers, and they have not been

designated a historical resource by the City of Stockton. However, both buildings have been determined eligible for inclusion on the federal and State registers; as discussed in Chapter 7.0 of this EIR; as noted in Chapter 7.0, the proposed demolition of these buildings will have a significant and unavoidable impact at the project level.

The Stockton General Plan EIR does not indicate that general plan implementation would result in a cumulatively significant effect on historical resources (Impact CULT-1). While the project would involve a significant cultural resources impact at the project level, since no significant historic resources impact was identified at the cumulative level, it would not result in a considerable contribution to a significant cumulative historic resource impact, sine none is identified in the GPEIR.

The Stockton General Plan EIR discussed the potential impacts on historical architectural resources. It concluded that impacts would be less than significant with implementation of General Plan policies and actions. In particular, Actions LU-3.1.B and LU-3.1.C direct the City to require historical resources surveys when development is proposed in areas containing buildings 50 years old or older, and to require historic structures and surrounding features to be maintained, restored, or repaired wherever possible. However, as discussed in Chapter 7.0, there are no feasible mitigation measures that would avoid or minimize project impacts on the two buildings. Therefore, the proposed project would involve a considerable contribution to cumulative cultural resource impacts in the Stockton area.

Contribution to Significant Cumulative Impacts: Considerable

Mitigation Measures: None feasible

### 17.3.5 Geology and Soils

Potential cumulative impacts associated with geology and soils are assumed to be localized. Potential geology and soil impacts include potential project exposure to geologic hazards, seismic shaking, soil-related hazards, and soil erosion. These issues were determined to have impacts that are limited to the project or its occupants and are not inherently accumulative. The Stockton General Plan EIR did not identify any significant impacts associated with geology and soils with the implementation of applicable General Plan policies and actions.

The project could have potential impacts on paleontological resources, but these can be mitigated to a level that would be less than significant. Other potential impacts would be addressed by application of existing State and local regulations. The project would not make a considerable contribution to any cumulative geology or soils impacts.

The geographic context for cumulative mineral resource analysis is defined as the City of Stockton. As discussed in Chapter 8.0, Geology and Soils, there are no mineral resources on the project site. The Stockton General Plan EIR noted the potential presence of oil or gas wells in the northwest section of Stockton, which is several miles from the project site. The project would not contribute to cumulative mineral resource impacts in the County.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

### 17.3.6 Greenhouse Gas Emissions

GHG emissions are related to global climate change. Global climate change is a distinct CEQA issue in that, while a project may generate GHG emissions, the impacts of such emissions are global. As such, the impacts of a project's GHG emissions are considered cumulative in nature. The analysis in Chapter 9.0, Greenhouse Gas Emissions, addresses the potential cumulative impacts of the project related to GHG emissions; The project would involve no hazardous emissions or wastes; any cumulative GHG impacts are not discussed further in this chapter.

### 17.3.7 Hazards and Hazardous Materials

Potential cumulative impacts associated with hazards and/or hazardous materials are assumed to be localized. Any project exposure to hazards would occur on or in the immediate vicinity of the site, and any potential on- or off-site impact of hazardous materials use associated with the project would also be limited to the immediate vicinity. For the purposes of this EIR, the geographic context for cumulative analysis of hazards and hazardous materials is defined as the project vicinity.

The Stockton General Plan EIR did not identify any significant impacts related to hazards or hazardous materials with the implementation of applicable General Plan policies and actions. A Phase I ESA was conducted for the project site, as described in Chapter 10.0, Hazards and Hazardous Materials, and a recognized environmental condition was identified for lead-based paint and termiticides applied to the two residential buildings proposed for demolition. However, this condition is confined to just these buildings and soil around the building perimeters, and this EIR identified mitigation measures that address this recognized environmental condition. No other contamination was identified. Hazardous material use by the project would be limited. No significant wildland fire hazards were identified in the project vicinity. The project would not involve a contribution to hazards that would be cumulatively considerable.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

### 17.3.8 Hydrology and Water Quality

Cumulative hydrologic impacts are logically analyzed on a watershed basis, or at an aquifer level in the case of groundwater. The project site is within several miles of the San Joaquin River, but it is isolated from the river by the relatively flat topography and by urban and freeway development. The project site is located within the Eastern San Joaquin Groundwater Subbasin, but the project would involve no demands on groundwater that would have potential effects that could reasonably extend outside the

project vicinity. For the purposes of this EIR, the geographic context for cumulative hydrologic analysis is defined as the project vicinity.

The project site contains no surface water features. The project would obtain potable water from the Cal Water system, which derives a portion of its supply from groundwater. The Stockton General Plan EIR did not identify significant impacts of general plan buildout on groundwater supply. Also, as described in Chapter 11.0, Hydrology and Water Quality, the City will participate in the implementation of the Groundwater Sustainability Plan for the Eastern San Joaquin Groundwater Subbasin, the objective of which is to ensure sustainable use of this groundwater resource.

The project's potential impacts on surface water quality would be mitigated by compliance with the provisions of the City's Stormwater Management Plan and MS4 General Permit. By complying with these plans and permits, the projects would not involve surface water resource effects or contribute significantly to groundwater demands or water quality effects.

The Stockton General Plan EIR identified a potentially significant impact associated with polluted runoff, but also identified a mitigation measure for this impact – the updated storm drainage master plan for Stockton. The project would not involve substantial contributions to polluted runoff, as the project will not involve any substantial use of motor vehicles. As noted, the project would comply with the provisions of the City's SWMP and MS4 General Permit. The project would not involve a considerable contribution to any significant cumulative hydrology or water quality effects.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

### 17.3.9 Land Use, Agriculture/Forestry, and Population

The potential for cumulative land use impacts is related to the scale of the project and the presence or absence of a defined community or land use entity; the geographic context for cumulative land use analysis can range from a project site and adjacent parcels to an entire community or region, depending on project size. For the purposes of this EIR, the geographic context for cumulative land use analysis is defined as the project vicinity.

The project vicinity is a mix of urban residential and commercial land uses. As noted in Chapter 3.0, Project Description, the proposed project would be consistent with the existing general plan designation and zoning for the project site. The proposed project would not involve a considerable contribution to a significant cumulative land use effect.

The project proposes construction of a shelter for homeless persons. The project would not provide permanent housing, but it would beneficially affect a portion of the homeless population in the City. As noted in Chapter 12.0, Land Use and Population, the project would not lead directly or indirectly to population growth. The proposed project would not involve an adverse contribution to a cumulative population and housing impact as described in the Stockton General Plan.

The project is located on developed land in an existing urban area with no nearby agriculture. The project would not convert any agricultural land or contribute to any other impact on agricultural land. As there is no forest land in the Stockton area, the project likewise would not have a cumulatively considerable impact on forest land.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

### 17.3.10 Noise

Cumulative noise impacts are assumed to be localized; the impacts of noise are reduced with distance, and unless there is a very significant existing or proposed noise source, the potential for cumulative impacts will ordinarily be limited to a few hundred yards. The Crosstown Freeway, located to the north of the project site, is the major source of existing noise in the project area. There are no other major noise sources in the project vicinity. For the purposes of this EIR, the geographic context for cumulative noise analysis is defined as the project vicinity.

The Stockton General Plan EIR identified potential noise sources associated with General Plan development. It concluded that impacts associated with these noise sources would be reduced to a level that would be less than significant with implementation of the polices and standards of the Noise Element, except for traffic noise along identified roadway segments. The project site is not adjacent to any of these segments. The project would not generate any significant operational noise.

The project would have construction noise impacts that are potentially significant, but with implementation of mitigation measures described in Chapter 13.0, Noise, project construction would be consistent with the policies and standards of the Noise Element. The project would not involve a contribution to noise impacts that would be cumulatively considerable.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

### 17.3.11 Public Services and Recreation

Potential cumulative impacts related to public services are appropriately addressed at a community level. The proposed project is in the City, so the City and special districts with jurisdiction (e.g., SUSD) would provide most of the services.

The Stockton General Plan EIR did not identify any significant impact associated with public services with implementation of the applicable General Plan policies and actions, including payment of SUSD impact fees. As described in Chapter 14.0, the project would place demands on such services but would be required to pay fees for the future construction of police facilities, schools, and other municipal buildings. With the fee

payments, the project would not make a considerable contribution to cumulative impacts on public services.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

### 17.3.12 Transportation

Cumulative transportation impacts, primarily vehicular traffic, are addressed within the area potentially impacted by a proposed project, typically within a defined radius from the project site. This is also the case with respect to the potential traffic impacts of the project, which are addressed in detail in Chapter 15.0, Transportation.

The project's potential for cumulatively considerable contributions to traffic impacts is considered minimal; shelter residents will not typically own vehicles. As a result, the only vehicle trips generated by the project would be associated with incremental increases in employee and delivery vehicles. Project trips would not noticeably affect traffic flow on nearby streets. As discussed in Chapter 15.0, Transportation, the project is not expected to have a substantial impact on VMT. The project would not make a considerable contribution to cumulative impacts on public services.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

### 17.3.13 Utilities and Energy

Cumulative utility impacts are appropriately considered at the level of the service area of the potentially affected utilities. For sewer, storm drainage, and solid waste services, this would be the City of Stockton, as the City either provides these services directly or contracts these services out to franchisees. Water services would be provided by Cal Water, a private company. For energy and communications services, the service area is regional or statewide, but potential project effects would not extend outside the immediate project vicinity. For the purposes of this EIR, the geographic context for cumulative analysis of these systems is defined as the project vicinity.

The project would be served by utilities provided by the City of Stockton and other agencies. As analyzed in Chapter 16.0, Utilities and Energy, adequate water, wastewater, and storm drainage capacity would be available to serve the project with required onsite improvements. Energy consumption by the project was determined not to be wasteful, inefficient, or necessary. Additionally, both projects would use electricity that would rely less on its generation by fossil fuels, in accordance with the RPS targets, and structures at both sites would be required to comply with the adopted California Energy Code and CALGreen, which include energy efficiency provisions. The project would not result in a considerable contribution to cumulative impacts on utilities or energy.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

# 18.0 ALTERNATIVES

## 18.1 INTRODUCTION

CEQA Guidelines Section 15126.6(a) requires an EIR to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." It further states the EIR shall "consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." The alternatives analysis must identify the potential alternatives and include adequate information about each one to allow meaningful evaluation, analysis, and comparison with the proposed project. The EIR must consider a range of alternatives that can feasibly attain most of the basic project objectives and would avoid or substantially lessen one or more of the significant effects of the proposed project, even if an alternative would impede to some degree the attainment of the project objectives or would be more costly.

There are no set rules governing the nature and scope of the alternatives to be discussed, other than the "rule of reason." If an alternative is not feasible or does not provide an opportunity to avoid or substantially reduce environmental effects, the alternative need not be analyzed in detail; if this is the case, the reasons for limiting the analysis should be identified. The environmentally superior alternative must be identified among the alternatives considered.

The following sections describe the process used to select alternatives for evaluation in this chapter. Selected alternatives to the project are analyzed in detail, while alternatives that were considered but not subjected to detailed analysis are noted. The alternatives analysis conforms to the guidelines of CEQA and the CEQA Guidelines and represents the best professional opinion of the EIR preparer, City staff, and their technical reviewers. However, the authority for the approval of the proposed project, the selection of or rejection of alternatives, and the feasibility or infeasibility of alternatives ultimately rests with the County decision-makers.

## 18.2 SELECTION OF ALTERNATIVES

Alternatives to the project were selected for evaluation in this EIR based on the criteria set forth in CEQA Guidelines Section 15126.6. These criteria include 1) ability of the alternative to meet most of the basic objectives of the project, 2) feasibility of the alternative, and 3) ability of the alternative to avoid or substantially reduce one or more of the significant environmental effects of the project. These criteria are discussed in more detail below.

### Ability of the Alternative to Meet Project Objectives

Potential alternatives to the project were evaluated with respect to the objectives of the project, as identified and discussed in Section 3.2 of this EIR. These objectives are to develop the site to provide emergency shelter for 178 homeless people. The objectives set forth for the project may have a bearing on the selection and evaluation of alternatives.

### Feasibility of the Alternative

Alternatives to the project were evaluated with respect to the "rule of reason" and general feasibility criteria suggested by the CEQA Guidelines. Such criteria include the suitability of the site or alternative site, the economic viability of the alternative, the availability of infrastructure, the consistency of the alternative with general plan designations, zoning or other plans or regulatory limitations, the effect of applicable jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to an alternative site, including consideration of whether or not the site is already owned by the applicant. For this project, the applicant owns the project site. The application of these criteria to potential alternatives to the proposed project is described in Sections 18.2 and 18.3.

### Avoidance or Substantial Reduction of Significant Effects

The evaluation of alternatives must also consider the potential of the alternative to avoid or substantially lessen any of the significant effects of the project, as identified in Chapters 4.0 through 17.0 of this EIR. The potential environmental effects of the project are summarized in Chapter 2.0, Summary. All the potentially significant impacts of the project identified in this EIR can be reduced to a level that would be less than significant with the implementation of mitigation measures, except for the impacts on historical resources. No feasible mitigation measures to avoid or minimize this impact could be identified.

The alternatives analysis accounts for the potentially significant environmental effects of the alternatives as compared to the proposed project. Some of the potential environmental effects of the project, and the alternatives, are common to virtually all development in Stockton and would not vary from alternative to alternative. Similarly, certain environmental effects are addressed by routine requirements that would apply uniformly to any alternative. Since the focus of the alternatives analysis is comparison to the proposed project, issues that do not vary between the alternatives are not extensively analyzed. The only environmental effect requiring analysis is the impact on historical resources. The proposed project would demolish two residential buildings determined to have historical value; this analysis focuses on alternatives to building demolition.

## 18.3 ALTERNATIVES NOT CONSIDERED IN DETAIL

The following alternative was not addressed in detail, as it did not meet the criteria for detailed analysis defined above. That is, the following alternatives 1) would not meet most of the basic objectives of the project, 2) were clearly infeasible, or 3) did not have the ability to avoid or substantially lessen the significant environmental effects of the project.

### 18.3.1 Alternative Sites

CEQA Guidelines Section 15126.6(f)(2) indicates that alternative locations for a proposed project should be considered if any of the significant effects of the project would be avoided or substantially lessened at an alternative location. Only locations that have the potential to avoid or substantially reduce any of the significant effects of the project need be considered for inclusion in the EIR. The availability of an alternative site that would support the proposed development at a viable location sought by the project was considered; mainly, a site similar in acreage and available for multifamily residential development within the City of Stockton. There are several parcels in Stockton of similar size that conceivably are available for multi-unit developments.

However, development of an alternative site would have similar impacts associated with project development, and most such impacts would be merely shifted from one area to another. Depending on location, development of an alternative site may have greater impact on issues such as traffic, air quality, biological resources, and noise. None of the alternative sites conceivably available would likely reduce the potentially significant environmental impacts identified with the project.

Additionally, the project applicant owns the proposed project site and has existing adjacent facilities that provide services to homeless people. Development of an alternative site would not be consistent with the project objective of serving homeless people, as residents would be moved away from a facility that offers services to the homeless. Also, an alternative site would need to be acquired or leased, and there would be obstacles related to financing and willingness of property owners to deal with the project applicant. In many conceivable alternative sites, neighboring residents and businesses would likely be opposed to having a homeless facility in their area.

In summary, there are no other sites in the Stockton area that would be reduce environmental impacts and would meet project objectives. Because of this, alternative sites were not analyzed further.

### 18.3.2 Alternative Site Design

Changes in the design of a project could avoid or substantially lessen one or more of the project's potentially significant effects. However, potential design changes to the proposed project would be very limited. The project would be on only 0.21 acres, so the project would not be able to expand. The proposed project is three stories in height; additional stories to reduce building footprint would increase building construction and

maintenance costs, as well as have an increased visual impact. None of the potential design changes would likely avoid demolition of the two buildings, which was determined to have a potentially adverse cultural resource impact. The project, no matter the design, would still be required to follow City codes and standards for building construction, which would avoid or minimize most potential environmental impacts. Design changes would not significantly change the environmental impacts of the proposed project; therefore, alternative site design was not analyzed further.

### 18.4.2 Reduced Development Alternative

Under this alternative, the number of stories of the proposed building would be reduced from three to two, and the number of beds the building would accommodate would be reduced from 178 to 128. For this analysis, the total number of beds provided by the proposed project was reduced by the number of beds that would have been made available on the third floor.

A few of the environmental impacts of the proposed project may be reduced under this alternative. With one less story, construction noise impacts would not be as extended in time, and visual impacts would be less. In addition, this alternative would meet the project objectives, albeit at a reduced level. However, impacts in general would be similar to the proposed project. More importantly, this alternative would still require the demolition of the two buildings with potential historical value, which is the most significant impact of the proposed project. As with the No Project Alternative, this alternative would reduce the availability of shelter for homeless persons.

In summary, the Reduced Development Alternative would not achieve the project objectives as fully as under the proposed project, and it would only slightly reduce some environmental impacts while creating others or leaving some significant impacts unchanged. Therefore, this alternative was not analyzed further.

## 18.4 ALTERNATIVES CONSIDERED IN DETAIL

The alternatives to the proposed project that have been considered in detail are addressed in the following sections. Only one alternative is considered feasible – the No Project Alternative.

### 18.4.1 No Project Alternative

CEQA Guidelines Section 15126.6(e) states that the alternatives analysis must include evaluation of a "no project" alternative. For a development project, the No Project Alternative typically compares the environmental impacts of the project site remaining in its existing state against the environmental impacts of the proposed project. Where failure to proceed with the project will not result in the preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval.

Under the No Project Alternative, no development as proposed by the project would occur. The project site is currently zoned C-G, General Commercial. Therefore, if the proposed project is not approved, then the site would be available for another development consistent with the C-G zone. The C-G zone allows for a variety of retail, business/professional, and service uses, either by right or with approval of a permit. Also, the No Project Alternative would avoid the demolition of the two existing residential buildings, considered a significant and unavoidable impact of the proposed project.

However, the No Project Alternative would not meet the proposed project objective of providing a shelter to homeless persons. With no additional shelter, more homeless persons would be outdoors, which would have adverse health and safety impacts for them. This alternative would also be contrary to policies in the Housing Element of the City's General Plan that address the homeless population.

In addition, any proposed alternative commercial development would have environmental impacts that are similar to those under the proposed project, and many of them would be greater. For example, traffic would likely increase with a commercial development, with its attendant air quality and noise impacts. More importantly, alternative development would still likely include the demolition of the two residential buildings with potential historical value. Even if demolition of the buildings was avoided, reuse of the buildings may be financially infeasible, due to their age and likely application of historical preservation requirements. Consequently, the buildings may deteriorate, decreasing the quality of the visual landscape and posing a potential health and safety hazard

In summary, while the No Project Alternative would likely avoid some of the environmental impacts of the proposed project, it would involve other adverse impacts, some of which would greater than under the proposed project. It also would not meet the objectives of the proposed project.

## 18.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative is the only feasible alternative to the proposed project; as such, it is considered the environmentally superior alternative. While the No Project Alternative would likely eliminate potential environmental effects associated with the proposed project, it would not meet the project objectives, while it could generate adverse environmental impacts of its own. It also may not avoid the demolition of two residential buildings of historic value, which was identified as a significant and unavoidable impact of the proposed project. It should be noted all that potential environmental impacts of the proposed project, except for the impact on historical resources, would be reduced to levels that are less than significant with the implementation of mitigation measures, while still realizing the project objectives.

# 19.0 OTHER CEQA ISSUES

## 19.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA Guidelines Section 15126.2(b) states that an EIR shall discuss significant environmental effects that cannot be avoided if a proposed project is implemented. This includes significant impacts that can be mitigated but not reduce to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, the implications of these impacts, and the reasons why the project is being proposed notwithstanding their effects, should be described.

Table 2-1 identifies all the potentially significant environmental effects of the project and the mitigation measures to address the identified significant effects. All the proposed mitigation measures would be effective in reducing potentially significant environmental effects to levels that would be less than significant, except for historical resources. As discussed in Chapter 5.0, Cultural Resources, the project would involve the demolition of two residential buildings considered to have historical and architectural value. There are no feasible mitigation measures to avoid or minimize this impact. As discussed in Chapter 17.0, Cumulative Impacts, no significant and unavoidable cumulative impacts were identified with the project except for historical resources.

## 19.2 IRREVERSIBLE ENVIRONMENTAL COMMITMENTS

CEQA Guidelines Section 15126.2(c) states that an EIR shall discuss significant irreversible environmental changes which would be involved in a proposed project should it be implemented. CEQA Guidelines Section 15126.2(c) states, in part:

> "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The project would involve the irreversible commitment of construction materials to the construction of buildings, parking spaces, and supporting infrastructure. Construction materials would involve sand and gravel, concrete, asphalt, plastics, and metals, along with renewable resources such as wood. These materials would not be used in highly significant or unusual quantities when compared to similar projects and would be obtained from existing commercial sources. Some of these materials could be recycled if

some or all the project facilities were demolished in the future, such as concrete and metals. As noted in Chapter 16.0, Utilities and Energy, the City requires all construction, demolition and renovation projects within the City with total costs that are, or projected to be, equal to or greater than $20,000 to reuse or recycle at least 50% of all construction and demolition debris.

There are no other changes associated with the project, or resources impacted by the project, that are irreversible. No open space uses exist on the project site. The project site has already been committed to urban use, and the project would not change that commitment.

## 19.3 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires an EIR to discuss the potential growth-inducing impacts of a project or program. "Growth-inducing impacts" are ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. CEQA Guidelines Section 15126.2(d) further notes that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Growth can be induced in a variety of ways. New development can create demands for other types of development. For example, new industrial development which provides jobs may attract new residents to an area, creating a demand for more housing. The same project in an area with a readily available supply of labor may have no growth-inducing effect at all. Development of new amenities, such as recreational facilities, can spur development of new housing for people wishing to take advantage of them. In a more general sense, new urban development in rural areas may induce growth by providing both a nucleus for a change in land use and economic incentives for conversion of nearby agricultural lands.

Growth may also be induced through the removal of obstacles to development. One potential obstacle is the lack of utilities or infrastructure to support development. The provision of new utilities or other infrastructure that can serve development, particularly in an area that is undeveloped, may induce growth. For example, construction of new or larger domestic water systems to unserved areas may facilitate development of these areas. Expansion of other utility systems, like electrical systems, can have similar effects. But in some cases, the extension of new infrastructure may not have a distinguishable growth-inducing effect, outside of its indirect contribution as an element of the proposed development.

The proposed project is within a developed urban area, containing no open space areas outside of parks and other public places. Existing infrastructure is available; no new or expanded utility lines would be installed other than connecting lines from the project to existing mains. The project is a shelter for homeless people, which is not expected to encourage new development in the area that would increase population growth. Given these conditions, the project would not have a growth-inducing impact.

## 19.4 ENVIRONMENTAL JUSTICE

The State of California has recently emphasized the incorporation of environmental justice in land use and environmental planning. State law defines "environmental justice" as "the fair treatment of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Low-income residents, communities of color, tribal nations, and immigrant communities have historically experienced disproportionate environmental burdens and related health problems. This has led to development patterns that concentrate pollution emissions and environmental hazards in communities that have not had the political power to protect themselves. Although environmental justice is not an issue that is explicitly incorporated within CEQA, it is discussed in this EIR due to its potential connections to project environmental impacts.

### Relevant State Laws and Local Plans

#### SB 535 – Disadvantaged Communities

In 2012, the Legislature passed SB 535, directing that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that provide a benefit to "disadvantaged communities." To assist in identifying a disadvantaged community for the purposes of SB 535, the California Office of Environmental Health Hazard Assessment has developed the California Communities Environmental Health Screening Tool (CalEnviroScreen). CalEnviroScreen measures pollution and population characteristics using 20 indicators such as air and drinking water quality, waste sites, toxic emissions, asthma rates, and poverty. It applies a formula to each U.S. Census tract in California to generate a score that rates the level of cumulative impacts on each area. A census tract with a higher score is one that experiences higher pollution burdens and vulnerability than one with a lower score. A census tract that scores in the top 25% under the CalEnviroScreen formula is considered a disadvantaged community.

The project site is within Census Tract 6077000100, which includes much of downtown Stockton and the area south of SR 4. This Census tract has a CalEnviroScreen score in the 100 percentile, which makes it a disadvantaged community as defined by SB 535. The tract, the population of which is 54.2% Hispanic and 19.4% African American, had high indicator scores related to diesel particulate matter, lead from housing, groundwater threats, hazardous waste, and solid waste among others. Unemployment, poverty, education, housing burden, and linguistic isolation also were issues of concern (OEHHA 2021).

#### SB 1000 – Environmental Justice and General Plans

SB 1000, signed into law in 2016, requires cities and counties to adopt an Environmental Justice element or to integrate environmental justice goals, objectives, and policies into other elements of their General Plans. The Environmental Justice Element or integrated

environmental justice policies must reduce the unique or compounded health risks in disadvantaged communities.

The City of Stockton General Plan 2040 does not have an Environmental Justice Element. However, it does include numerous policies and actions throughout its elements that address environmental justice issues. These policies and actions are listed in the Environmental Justice section of Appendix A of the General Plan. Among them, Policy CH-4.2, from the Community Health Element, states that the City shall support homeless members of the Stockton community with programs to improve quality of life.

### Analysis and Conclusions

As noted, the project site is within a Census tract that is a disadvantaged community as defined by SB 535. Project impacts related to environmental burdens on the disadvantaged community are described below.

- Air pollutant emissions, including criteria pollutants and diesel particulate matter, generated by the project could adversely affect nearby residents. However, as described in Chapter 5.0, Air Quality, project operational emissions would be well below SJVAPCD significance thresholds, which were established, in part, to ensure that project emissions did not interfere with the implementation of air quality management plans designed to meet federal and State air quality standards.

- Another project impact that could adversely affect well-being in the community is increased noise from project construction. As discussed in Chapter 13.0, Noise, construction noise impacts would be less than significant with implementation of mitigation measures. Project operations are not expected to generate substantial, particularly since very little traffic would be involved.

- The project would not contribute to existing environmental burdens identified in the Census tract. The project would not generate hazardous waste or release toxic emissions, and it would not contribute contaminants to local groundwater aquifers. The project would provide a shelter to homeless people, who are more vulnerable to health issues than the general population. As such, it would reduce health burdens. The project would also alleviate shelter issues arising from poverty and unemployment.

As noted above, SB 1000 recommends the integration of environmental justice topics in land use planning. Some of these topics are connected to potential project impacts on the physical environment. Table 19-1 lists the SB 1000 environmental justice topics potentially relevant to CEQA analysis and the project's impacts related to these topics.

TABLE 19-1
SB 1000 TOPICS AND PROJECT IMPACTS

| SB 1000 Topic | Project Impacts |
|---|---|
| Pollution Exposure and Air Quality | The project would generate air pollutant emissions that are below SJVAPCD significance thresholds designed to assist in achieving federal and state air quality standards. The nearest major air pollution or toxics emission source is State Route 4, the edge of which is approximately 600 feet to the north. The project would connect to the City's water, wastewater, and storm drainage systems, so water pollution is not an issue. (Chapter 5.0, Air Quality; Chapter 10.0, Hazards; Chapter 11.0, Hydrology; Chapter 16.0, Utilities). |
| Public Facilities | The project would be connected to the City's water and wastewater systems. It would not be located near any undesirable land uses such as landfills or waste collection facilities. The project would be close to existing bus stops (Chapter 14.0, Public Services; Chapter 15.0, Transportation; Chapter 16.0, Utilities). |
| Food Access | The project would provide additional shelter for homeless people, which would include services such as meals provided from adjacent GCRM facilities, thereby providing greater availability of food to a population that is food-insecure. |
| Safe and Sanitary Homes | Although no permanent housing units would be constructed, the project would provide additional indoor beds to homeless people, thereby providing expanded options for sheltering indoors. The project would not be exposed to substantial pollution sources such as industrial activities (Chapter 11.0, Hazards; Chapter 13.0, Land Use). |
| Physical Activity | No effects relevant to this issue. |
| Civil or Community Engagement | The project seeks to engage with the homeless members of the Stockton Community by providing additional shelter, along with services that address issues associated with homelessness (Chapter 2.0, Project Description, also see environmental justice discussion in this chapter). |
| Improvements and Programs That Address the Needs of Disadvantaged Communities | The project would provide additional shelter to homeless people. Homelessness is a significant issue in the disadvantaged community within which the project is located (Chapter 1.0, Introduction). |

This EIR evaluated potential environmental impacts of the projects, and no significant impacts of any type were identified that could not be mitigated to a level that would be less than significant. The project would have no significant adverse impacts on environmental justice communities in the City and vicinity. In fact, the project is expected to have a beneficial impact on homeless people by providing a facility where they can sleep indoors and receive services. It also would provide a benefit for the

disadvantaged community as a whole by expanding housing options and reducing the number of homeless people on the street.

# 20.0 SOURCES AND PREPARERS OF THE EIR

## 20.1 REFERENCES CITED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## 20.2 PERSONS CONSULTED

Nicole Moore. LEED-AP. City of Stockton Community Development Department

Wayne Richardson. CEO. Gospel Center Rescue Mission, Inc.

William Brown. Gospel Center Rescue Mission, Inc.

Melanie Vieux. Principal Architect. WMB Architects.

Stacey DeShazo. Architectural Historian. Evans and De Shazo, Inc.

Ann Okubo. Department of Public Works. City of Stockton.

## 20.3 EIR PREPARERS

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

BaseCamp Environmental, Inc.

Charlie Simpson, Principal
Terry Farmer, AICP, Senior Environmental Planner
Rayanna Beck, Environmental Planner
Krista Simpson, Graphic Artist

# APPENDIX A
# NOTICE OF PREPARATION AND NOP COMMENTS

**CITY OF STOCKTON**
**NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT**

DATE: May 18, 2022

TO: Responsible and Trustee Agencies, Organizations, and Interested Parties

FROM: City of Stockton, Community Development Department (Lead Agency)

SUBJECT: **NOTICE OF PREPARATION, EIR FOR GCRM HOMELESS NEW LIFE DORMITORY**

PROJECT TITLE: Gospel Center Rescue Mission Homeless New Life Dormitory

CITY PROJECT FILE #: P21-1188

The City of Stockton will prepare an Environmental Impact Report (EIR) for the Gospel Center Rescue Mission Homeless New Life Dormitory (hereafter, the "Project") pursuant to Section 15021 of the California Environmental Quality Act (CEQA) Guidelines. Section 15082 of the CEQA Guidelines requires that the City prepare this Notice of Preparation (NOP) to provide to the Office of Planning and Research, responsible and trustee agencies, and other interested parties with sufficient information describing the Project and its potential environmental effects to enable the responsible agencies and other parties to make a meaningful response. The project description, location and the probable environmental effects to be addressed in the EIR are contained in the attached materials.

As specified by the CEQA Guidelines, the NOP will be circulated for a 30-day review period running from May 23, 2022, to June 21, 2022. The City welcomes your input regarding the content of the EIR during the NOP review period. In the event the City has not received either a response or a well-justified request for additional time by a responsible agency by the end of the review period, the City may presume that the responsible agency has no response to the NOP (CEQA Guidelines Section 15082[b][2]).

If you have any questions regarding this matter, or would like to submit comments on behalf of your agency/organization or as an individual, please contact or submit your comments to the City's Project Manager at:

City of Stockton
Community Development Department
Attention: Nicole Moore
345 N. El Dorado Street
Stockton, CA 95202
Nicole.Moore@stocktonca.gov.

ATTACHMENT A

# NOTICE OF PREPARATION
# ENVIRONMENTAL IMPACT REPORT
# GOSPEL CENTER RESCUE MISSION HOMELESS
# NEW LIFE DORMITORY

## A.1 PROJECT LOCATION

The Gospel Center's proposed New Life Dormitory is located at 435 South San Joaquin Street in Stockton, California. The project site is a single parcel occupied by two existing residential structures; the site is identified as Assessor Parcel Number (APN) 149-066-070. The site is shown in an un-sectioned portion of U.S. Geological Survey's Stockton West, California, 7.5-minute quadrangle map as being within Township 1 North and Range 6 East of the Mt. Diablo Base and Meridian. The approximate latitude and longitude of the project site is 37º 56' 55" North and 121º 17' 11" West, respectively.

## A.2 BACKGROUND

The project is in an existing urban area and the site is presently occupied by two residential structures constructed in 1904. The existing buildings contain 19 residential beds currently used by the Gospel Center Rescue Mission for homeless housing. Both structures are of historic age and have been evaluated for their potential historic significance by qualified architectural historians. Both structures were deemed eligible for listing on the National Register of Historic Places, the California Register and as a City of Stockton Landmark and are considered historically significant. The buildings embody the distinctive characteristics of a multi-family house built in the Free Classic Queen Anne style.

The proposed project will involve demolition of the two existing structures, and construction of the proposed 178-bed shelter. The project will therefore have a significant adverse effect on historic resources. There is no known feasible alternative or mitigation measure that would reduce the effect of the project on historic properties to a less than significant level. Therefore, the project requires the preparation of an Environmental Impact Report (EIR).

The EIR will be focused on the cultural resources effect of the project associated with demolition of the existing buildings. The EIR will, however, address the range of other potential environmental effects of the proposed project as listed in Appendix G of the CEQA Guidelines. The level of analysis will be scaled to the potential for occurrence of significant environmental effects in each environmental issue area.

## A.3 PROJECT DESCRIPTION

The proposed project is the demolition of two existing buildings on the project site and the construction and operation of the proposed, three-story 178-bed, dormitory for homeless people in the City of Stockton and vicinity. The facility will include one to four-bed sleeping rooms and be equipped with laundry facilities, counseling and educational resources, fitness gym, and activity rooms.

The project site is designated and zoned for general commercial development in the City of Stockton, and the project is allowable with a Use Permit. In addition to a Use Permit, the project would require Site Plan/Design Review approval, building and grading permits from the City, and encroachment permits for work in City streets.

## A.4 ISSUES TO BE ANALYZED IN THE EIR

The City of Stockton has determined that an Environmental Impact Report (EIR) will be prepared for the project. The EIR, which is in preparation, will consider the potential environmental effects of the project, any mitigation measures needed to reduce significant environmental effects to a less than significant level and alternatives to the project. Concerns to be addressed in the EIR are summarized below.

Aesthetics and Visual Resources

The EIR will consider the asthetic e ffects of building demolition, the size and architectural character of the proposed structure and related improvements, their relationship to surrounding development and general consistency with City of Stockton design standards, together with potential lighting impacts.

Air Quality

The EIR will quantify demolition, construction and operational air pollutant emissions associated with the project, their relationship to state and federal standards and applicable emissions thresholds.

Biological Resources

The EIR will document the existing biological resources of the project site and the potential biological effects of building demolition and construction. The EIR will describe the project's effects on sensitive wildlife resources, if any, and mitigation for such effects provided by the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.

Cultural Resources

The EIR will document the results of a cultural resources record search and historical resource evaluation of the two existing buildings on the site and their historic significance. The EIR will describe the potential historic resources effect of the demolition of the structures; the EIR will explore and discuss potential mitigation options and project alternatives that could conceivably reduce potential cultural resources effects to a less than significant level. The EIR will also include consideration of the potential effects of proposed development on as yet-undiscovered historical and/or archaeological resources.

Energy

The EIR will consider and discuss predicted energy consumption associated with the project, along with conservation measures associated with the siting and operation of the project generally and those that would be incorporated into proposed buildings.

Geology, Soils, and Mineral Resources

The EIR will describe the general geology of the project area, geotechnical and seismic hazards, soil quality and erosion potential, suitability of soil for development, potential project impact on accessibility of mineral resources, and potential effects on paleontological resources.

Greenhouse Gas (GHG) Emissions

The EIR will quantify the significance of construction and operational GHG emissions associated with the project and the project's consistency with applicable GHG management plans, including the Stockton Climate Action Plan.

Hazards and Hazardous Materials

The EIR will document the presence or absence of any documented environmental contamination on and near the project site based on a Phase 1 Environmental Site Assessment prepared for the project.

Hydrology and Water Quality

The EIR will briefly describe the surface and groundwater hydrologic resources of the project site and exposure to flooding hazards. Storm water volume and quality and required conformance with adopted City of Stockton storm water quality protection and treatment standards will also be addressed.

Land Use, Population, and Housing

The EIR will document the project's consistency with the Stockton General Plan, zoning, and other applicable land use plans and ordinances, along with the potential direct and indirect impacts of the project on population growth and housing needs.

Noise

The EIR will describe the existing noise environment and the potential effects of project construction and operation on sensitive land uses adjacent to and near the project.

Public Services and Recreation

The EIR will document existing public service providers responsible for the project on completion. The EIR will consider the need for new or expanded facilities for fire protection, police protection, schools, and parks and recreation, and the potential impacts of any new or expanded public facilities on the environment.

Transportation

The EIR will document existing transportation systems serving the project site and vicinity and quantify new traffic associated with project residents. The EIR will consider the effect of any new transportation demands on existing transportation systems.

Utilities

The EIR will describe existing utility systems serving the project site and any necessary extension of water, wastewater, storm drainage, solid waste or other utilities to serve the project and the potential environmental impacts of those extensions.

Cumulative Impacts

The EIR will consider the potential cumulative impacts of the project in all of the above-listed resource areas, based primarily on the analysis of citywide environmental effects in the recently adopted Envision Stockton General Plan 2040 EIR.

Alternatives to the Proposed Project

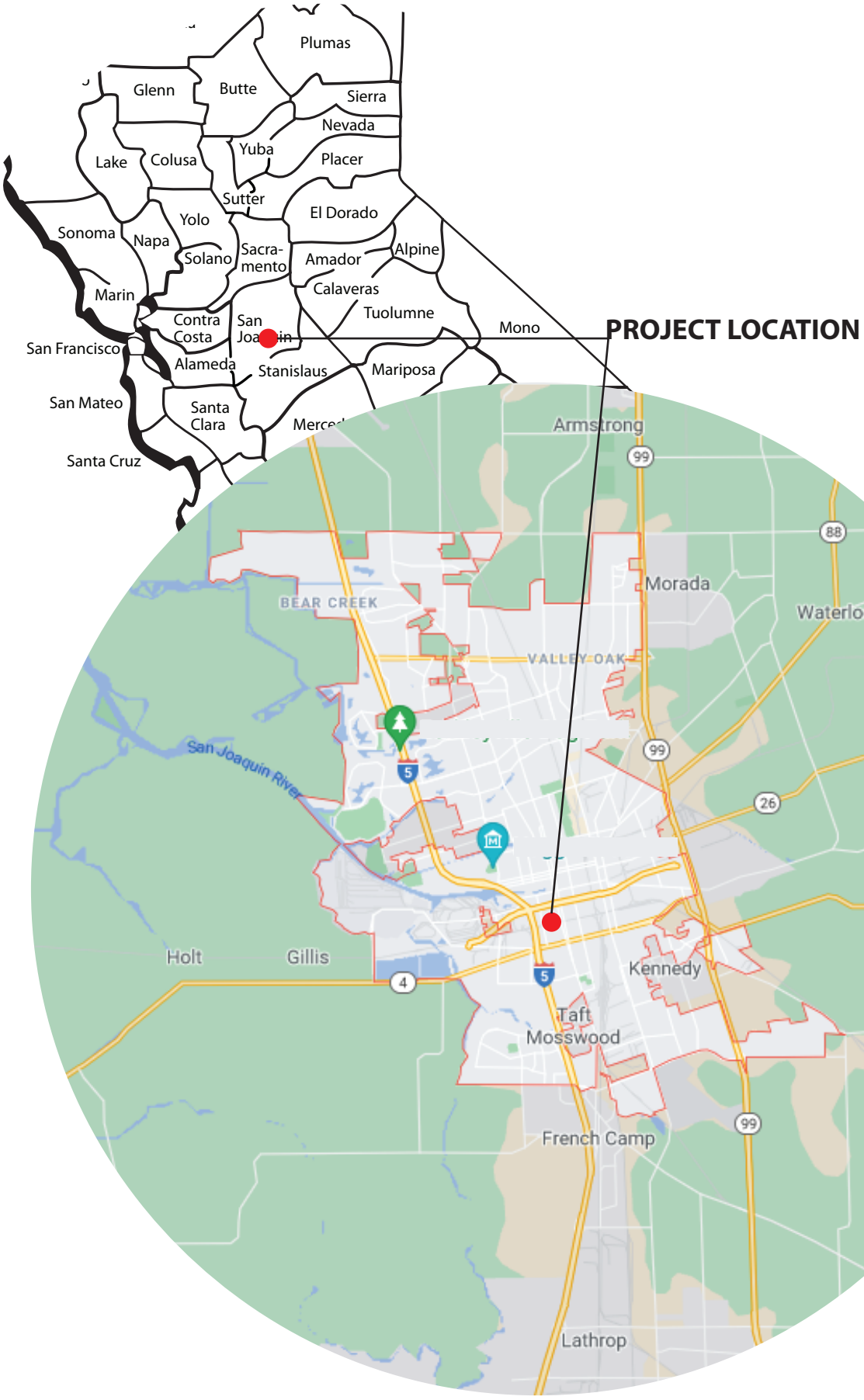
The EIR will evaluate the comparative environmental effects of a reasonable range of alternatives to the proposed project, including the required No Project Alternative. The alternatives to be analyzed is to be determined.

Growth-Inducing Impacts

The EIR will consider direct and indirect potential effects of the proposed project on planned or potential urban development in the project vicinity.

Environmental Justice

The State is taking a more active role on environmental justice issues in land use and environmental planning. The EIR will discuss environmental justice concerns as they apply to the project.




BaseCamp Environmental

Figure 1
REGIONAL PROJECT LOCATION

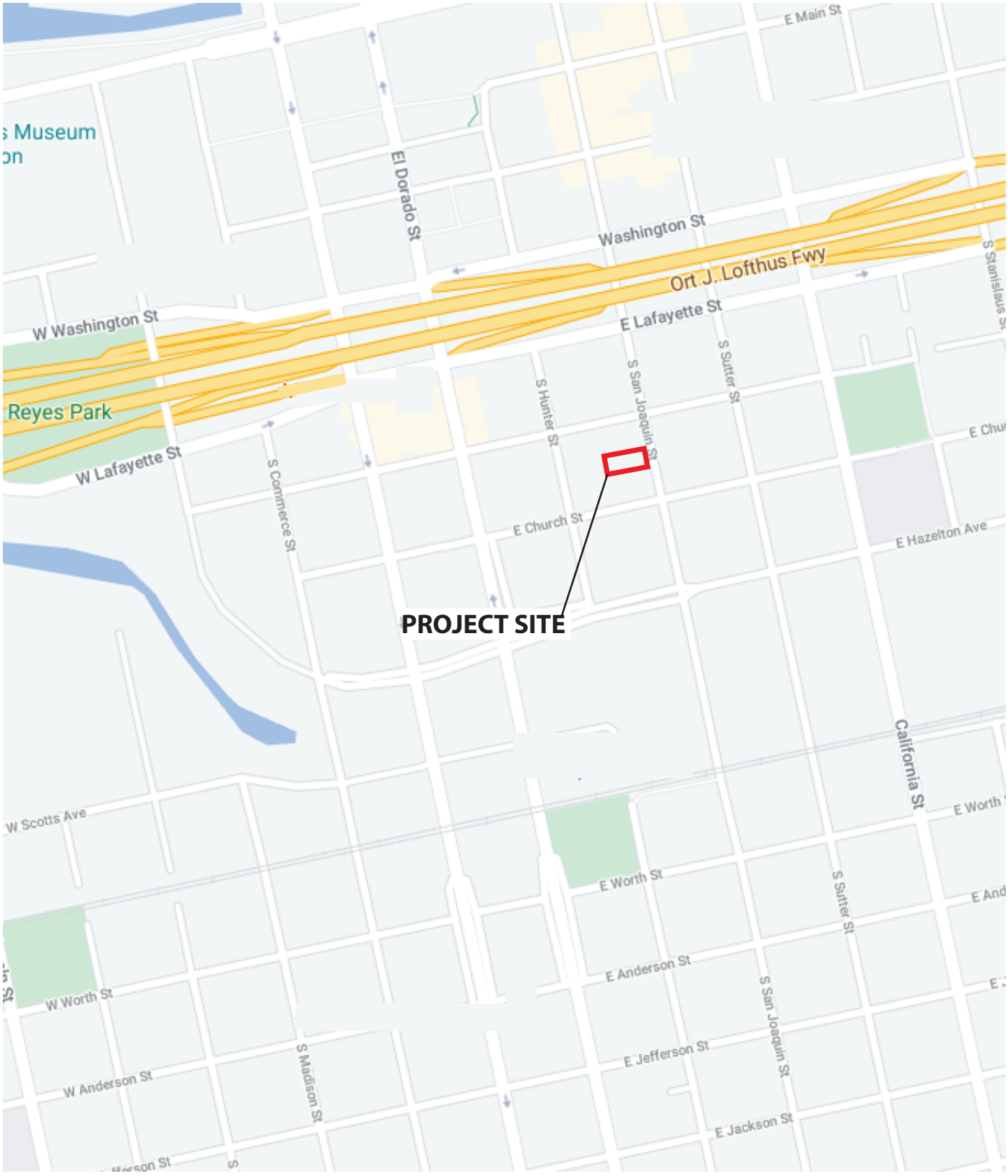
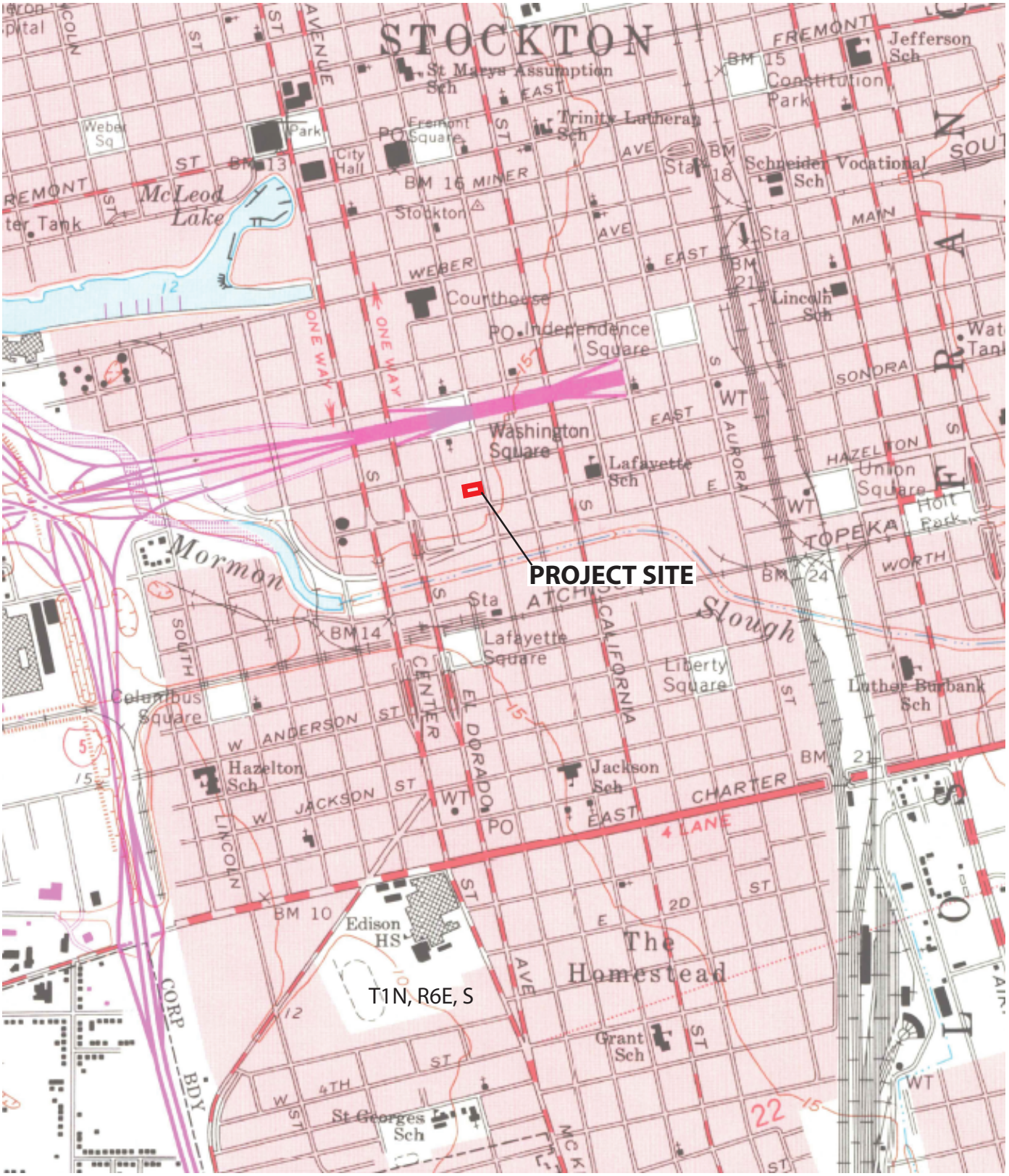


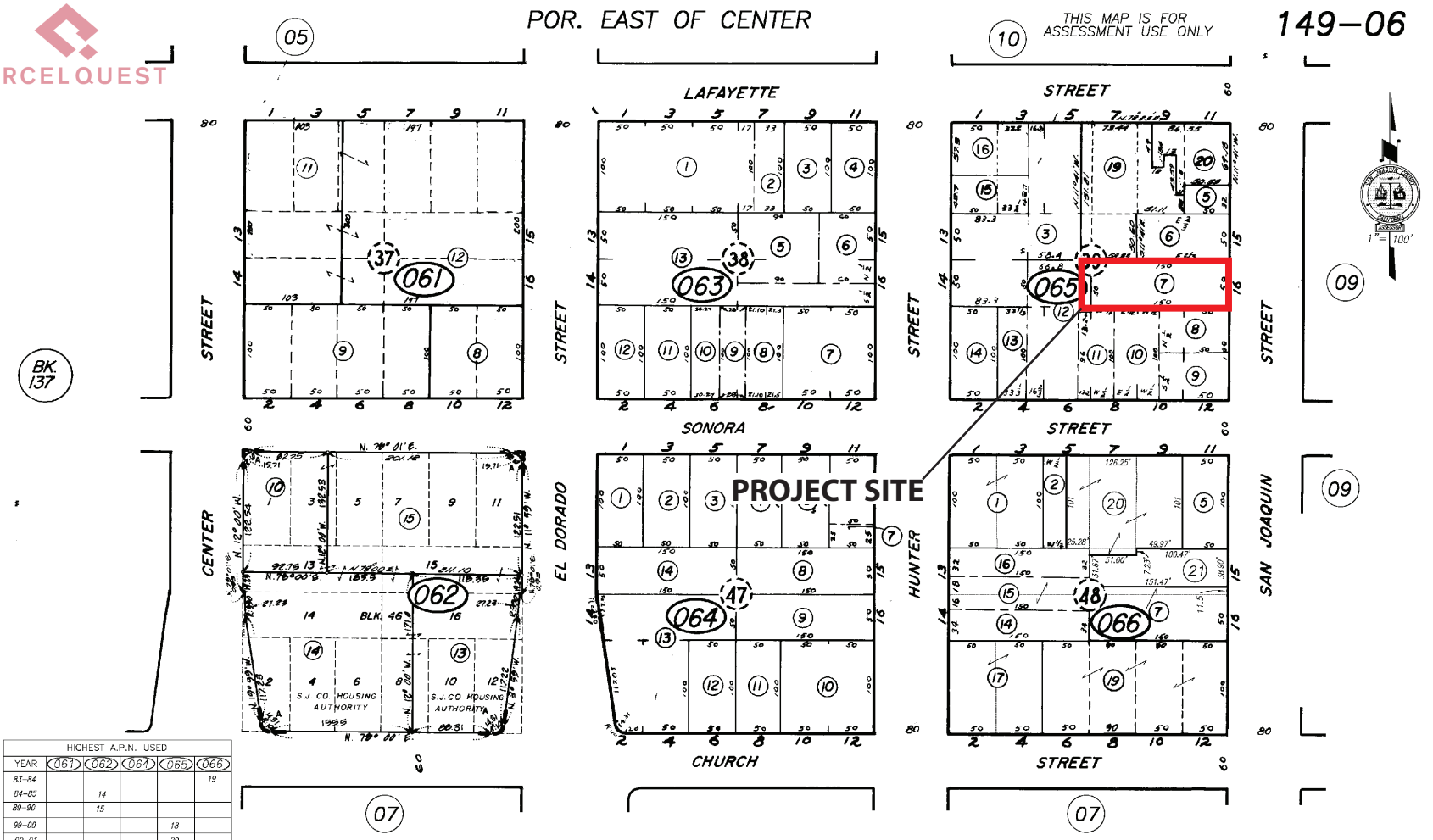



Figure 2
STREET MAP




**SOURCE:** Stockton West USGS Map, 1968, T1N, R6E. No Section number exists for this site


**SOURCE:** Google Earth




| HIGHEST A.P.N. USED | | | | | |
|---|---|---|---|---|---|
| YEAR | 061 | 062 | 064 | 065 | 066 |
| 83–84 | | | | | 19 |
| 84–85 | | 14 | | | |
| 89–90 | | 15 | | | |
| 99–00 | | | | 18 | |
| 00–01 | | | | 20 | |
| 01–02 | 12 | | | | |
| 04–05 | | | | | 21 |
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A– P.M. Bk. 12 Pg. 150

NOTES: Original dimensions are Stockton City Standard By U.S. Standard lots average 50.50'x101' and 50.50'x151.50'

NOTE: Assessor's Parcel Numbers Shown in Circles. Assessor's Block Numbers Shown in Ellipses.

CITY OF STOCKTON
Assessor's Map Bk.149 Pg.06
County of San Joaquin, Calif.



Figure 5
ASSESSOR PARCEL MAP

# S J C O G, Inc.

555 East Weber Avenue ● Stockton, CA 95202 ● (209) 235-0600 ● FAX (209) 235-0438


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

## SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ) ADVISORY AGENCY NOTICE TO SJCOG, Inc.

**To:** Nicole Moore, City of Stockton, Community Development Department

**From:** Laurel Boyd, SJCOG, Inc. Phone: (209) 235-0574 Email: boyd@sjcog.org

**Date:** May 24, 2022

**Local Jurisdiction Project Title:** Notice of Preparation of an Environmental Impact Report for the Gospel Center Rescue Mission Homeless New Life Dormitory

**Assessor Parcel Number(s):** 149-065-07

**Local Jurisdiction Project Number:** N/A

**Total Acres to be converted from Open Space Use:** Unknown

**Habitat Types to be Disturbed:** Urban Habitat Land

**Species Impact Findings:** Findings to be determined by SJMSCP biologist.

---

Dear Ms. Moore:

SJCOG, Inc. has reviewed the Notice of Preparation of an Environmental Impact Report for the Gospel Center Rescue Mission Homeless New Life Dormitory Project. This project consists of the demolition of two existing structures on the project site and the construction and operation of the proposed, three-story 178-bed, dormitory for homeless people in the City of Stockton and vicinity. The facility will include one to four-bed sleeping rooms and be equipped with laundry facilities, counseling and educational resources, fitness gym and activity rooms.

The City of Stockton is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION 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. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

***This project is not subject to participate at this time due to structure and ground disturbance already existing***. *Any future structures that require ground disturbance on this or subsequent divided parcels will be subject to participate in the SJMSCP and should be resubmitted to this agency.*

*It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.*

If you have any questions, please call (209) 235-0600.

**From:** **Nicole Moore.Ctr** Nicole.Moore.Ctr@stocktonca.gov
**Subject:** Fw: Notice of Preparation – Gospel Center Rescue Mission
**Date:** May 25, 2022 at 2:11 PM
**To:** Charlie Simpson csimpson@basecampenv.com, Rayanna Beck rbeck@basecampenv.com

NM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FYI:


**Nicole D. Moore, LEED-AP**
**Contract Planner**
Community Development Department
345 N. El Dorado Street, Stockton CA 95202
Office: 209.937.8266 Direct: 323-955-5501


**For City of Stockton Updates on COVID-19 please visit:**
Twitter @stocktonUpdates
Facebook @CityofStockton
City Website http://www.stocktonca.gov

---

**From:** Cal - Design <Cal_Design@comcast.com>
**Sent:** Wednesday, May 25, 2022 1:21 PM
**To:** Rayanna Beck <rbeck@basecampenv.com>; Henson, Thomas <Tommy_Henson@comcast.com>
**Cc:** Nicole Moore.Ctr <Nicole.Moore.Ctr@stocktonca.gov>
**Subject:** RE: Notice of Preparation – Gospel Center Rescue Mission

**CAUTION:** This email originated from outside the City of Stockton. Do not click any links or open attachments if this is unsolicited email.

Hello,

Attached is a map of Comcast's facilities/plants in the area you requested. Please let me know if you need any additional information or have any questions.

Thank you,


*Evan Teung-Ouk,*
*Planning & Design Coordinator*
*3011 Triad Place, Livermore, CA*


---

**From:** Rayanna Beck <rbeck@basecampenv.com>

**From:** Rayanna Beck <rbeck@basecampenv.com>
**Sent:** Monday, May 23, 2022 12:18 PM
**To:** Cal - Design <Cal_Design@cable.comcast.com>; Henson, Thomas <Tommy_Henson@cable.comcast.com>
**Subject:** [EXTERNAL] Notice of Preparation – Gospel Center Rescue Mission

Please see the attached Notice of Preparation of a Draft Environmental Impact Report for the Gospel Center Rescue Mission Homeless New Life Dormitory.

Please address any project concerns to Nicole Moore at the City of Stockton Community Development Department : Nicole.moore@stocktonca.gov

For document accessibility concerns, please reply to this email for assistance.

Thank you for your time.

Rayanna Beck
BaseCamp Environmental, Inc.
802 West Lodi Ave
Lodi, CA 95240
Office: 209-224-8213
Ext:104


435 S San Joaquin St.pdf


429 S San Joaquin St.pdf

SAN JOAQUIN COUNTY
Greatness grows here.

**Environmental Health Department**
**Jasjit Kang, REHS, Director**
**Muniappa Naidu, REHS, Assistant Director**
**PROGRAM COORDINATORS**
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Melissa Nissim, REHS
Steven Shih, REHS
Michelle Henry, REHS
Elena Manzo, REHS

June 7, 2022

To: San Joaquin County Community Development Department
Attention: Nicole D. Moore

From: Michael Suszycki (209) 598-7001
Senior Registered Environmental Health Specialist

RE: **Gospel Center Rescue Mission, P21-1188, SU0014960 (2675 429 to 431 and 435 to 437 San Joaquin Street, Stockton**

---

The San Joaquin County Environmental Health Department (EHD) has the following comments for consideration:

1. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

June 15, 2022

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

**Project: Notice of Preparation for an Environmental Impact Report for Gospel Center Rescue Mission Homeless New Life Dormitory**

**District CEQA Reference No: 20220716**

Dear Ms. Moore:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Notice of Preparation (NOP) for the City of Stockton (City) for the Gospel Center Rescue Mission Homeless New Life Dormitory. Per the NOP, the project consists of the demolition of two existing structures and the construction of a proposed 178 bed shelter (Project). The Project is located at 435 South San Joaquin Street in Stockton, CA, 95203. The Project lies within one of the communities in the state selected by the California Air Resources Board (CARB) for investment of additional air quality resources and attention under Assembly Bill (AB) 617 (Garcia) in an effort to reduce air pollution exposure in impacted disadvantaged communities.

The District offers the following comments regarding the Project:

## 1) Assembly Bill 617

AB 617 requires CARB and air districts to develop and implement Community Emission Reduction Programs (CERPs) in an effort to reduce air pollution exposure in impacted disadvantaged communities, like those in which the Project is located. The Stockton AB 617 community is one of the statewide communities selected by CARB for development and implementation of a CERP.

Following extensive community engagement and collaboration with the Community Steering Committee, the CERP for the Stockton Community was adopted by the District's Governing Board in March 2021 and by CARB in July 2021.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

During the development of the CERP, the Community Steering Committee expressed concerns regarding the proximity of emission sources to nearby sensitive receptors like schools, homes, day care centers, and hospitals, and the potential future industrial development within the community that may exacerbate the cumulative exposure burden for community residents. The Community Steering Committee also expressed the desire for more meaningful avenues of engagement surrounding the land-use decisions in the area. As these issues can most effectively be addressed through strong partnerships between community members and local land-use agencies. Furthermore, the District recommends the City assess the emission reductions measures and strategies included in the CERP and address them in the EIR, as appropriate, to align the City work with the air pollution and exposure reduction strategies and measures outlined in the CERP.

For more information regarding the CERP approved for Stockton, please visit the District's website at:

http://community.valleyair.org/selected-communities/stockton/

## 2) Project Related Emissions

Based on information provided to the District, Project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI): https://www.valleyair.org/transportation/GAMAQI.pdf.

### 2a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

## 3) Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard

Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:
http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

*Recommended Measure*: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww3.arb.ca.gov/ch/handbook.pdf.

## 4) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant

An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: www.valleyair.org/ceqa.

## 5) Vegetative Barriers and Urban Greening

There are residential units located in close proximity on all sides of the Project. The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown

to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

## 6) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm and http://valleyair.org/grants/cgym-commercial.htm.

## 7) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project.

## 8) Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

## 9) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

### 9a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (209) 557-6446.

### 9b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receives a project-level discretionary approval from a public agency and will equal or exceed 50 units of residential development.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction

and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510. One AIA application should be submitted for the entire Project. It is preferable for the applicant to submit an AIA application as early as possible in the City's approval process so that proper mitigation and clean air design under ISR can be incorporated into the City's analysis.

Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

**9c) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)**

The Project will be subject to District Rule 4002 since the Project will require an existing building to be renovated, partially demolished or removed. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated.

Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.

**9d) District Rule 4601 (Architectural Coatings)**

The Project may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District

Rule 4601 requirements can be found online at:
http://www.valleyair.org/rules/currntrules/r4601.pdf

**9e) District Regulation VIII (Fugitive PM10 Prohibitions)**

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

**9f) District Rule 4901 - Wood Burning Fireplaces and Heaters**

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at:
http://valleyair.org/rule4901/

### 9g) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Paving and Maintenance Operations).

## 10) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Matt Crow by e-mail at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services

For: Mark Montelongo
Program Manager

17 June 2022

Nicole Moore
City of Stockton, LEED-AP
345 North El Dorado Street
Stockton, CA 95202
*Nicole.Moore@stocktonca.gov*

**COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, GOSPEL CENTER RESCUE MISSION HOMELESS NEW LIFE DORMITORY PROJECT, SCH#2022050393, SAN JOAQUIN COUNTY**

Pursuant to the State Clearinghouse's 18 May 2022 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the Gospel Center Rescue Mission Homeless New Life Dormitory Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore, our comments will address concerns surrounding those issues.

## I. Regulatory Setting

### Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has

adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

**Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

## II. Permitting Requirements

**Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the

State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

**Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

**Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

**Waste Discharge Requirements – Discharges to Waters of the State**

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

**Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage

under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

**Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

**NPDES Permit**

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter Minkel

Peter Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

# APPENDIX B
# AIR QUALITY MODELING RESULTS

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

# Gospel Center Men's Shelter

**San Joaquin County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Homeless Shelter | 54.00 | Dwelling Unit | 0.21 | 14,577.00 | 178 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.7 | **Precipitation Freq (Days)** | 51 |
| **Climate Zone** | 2 | | | **Operational Year** | 2024 |
| **Utility Company** | Pacific Gas and Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 203.98 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjusted for shelter size and population.

Construction Phase - Anticipated construction activity.

Grading - Actual site acreage.

Architectural Coating - Per SJVAPCD Rule 4601.

Vehicle Trips - Estimated daily trips based on information from project applicant.

Woodstoves - No fireplaces.

Area Coating - Per SJVAPCD Rule 4601.

Construction Off-road Equipment Mitigation - Default values for project.

Mobile Land Use Mitigation -

Area Mitigation - Per SJVAPCD Rule 4601.

Water Mitigation -

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

Waste Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 50.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 150.00 | 50.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 150 | 50 |
| tblAreaCoating | Area_EF_Residential_Interior | 150 | 50 |
| tblAreaMitigation | UseLowVOCPaintResidentialExteriorValue | 150 | 50 |
| tblAreaMitigation | UseLowVOCPaintResidentialInteriorValue | 150 | 50 |
| tblConstDustMitigation | WaterExposedAreaPM10PercentReduction | 0 | 55 |
| tblConstDustMitigation | WaterExposedAreaPM25PercentReduction | 0 | 55 |
| tblConstructionPhase | NumDays | 5.00 | 10.00 |
| tblConstructionPhase | NumDays | 100.00 | 150.00 |
| tblConstructionPhase | NumDays | 10.00 | 20.00 |
| tblFireplaces | NumberGas | 29.70 | 54.00 |
| tblFireplaces | NumberNoFireplace | 24.30 | 0.00 |
| tblGrading | AcresOfGrading | 0.50 | 0.20 |
| tblGrading | AcresOfGrading | 1.50 | 0.20 |
| tblLandUse | LandUseSquareFeet | 54,000.00 | 14,577.00 |
| tblLandUse | LotAcreage | 10.80 | 0.21 |
| tblLandUse | Population | 171.00 | 178.00 |
| tblVehicleTrips | ST_TR | 2.03 | 1.48 |
| tblVehicleTrips | SU_TR | 1.95 | 1.48 |
| tblVehicleTrips | WD_TR | 2.40 | 1.48 |
| tblWoodstoves | NumberCatalytic | 0.21 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 0.21 | 0.00 |

## 2.0 Emissions Summary

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

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2023 | 0.1127 | 0.5986 | 0.7172 | 1.3400e-003 | 0.0355 | 0.0286 | 0.0642 | 0.0104 | 0.0265 | 0.0369 | 0.0000 | 119.0681 | 119.0681 | 0.0281 | 1.8700e-003 | 120.3293 |
| **Maximum** | **0.1127** | **0.5986** | **0.7172** | **1.3400e-003** | **0.0355** | **0.0286** | **0.0642** | **0.0104** | **0.0265** | **0.0369** | **0.0000** | **119.0681** | **119.0681** | **0.0281** | **1.8700e-003** | **120.3293** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2023 | 0.1127 | 0.5986 | 0.7172 | 1.3400e-003 | 0.0313 | 0.0286 | 0.0599 | 8.8000e-003 | 0.0265 | 0.0353 | 0.0000 | 119.0680 | 119.0680 | 0.0281 | 1.8700e-003 | 120.3292 |
| **Maximum** | **0.1127** | **0.5986** | **0.7172** | **1.3400e-003** | **0.0313** | **0.0286** | **0.0599** | **8.8000e-003** | **0.0265** | **0.0353** | **0.0000** | **119.0680** | **119.0680** | **0.0281** | **1.8700e-003** | **120.3292** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **11.88** | **0.00** | **6.58** | **15.55** | **0.00** | **4.39** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

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

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 1 | 4-1-2023 | 6-30-2023 | 0.2730 | 0.2730 |
| 2 | 7-1-2023 | 9-30-2023 | 0.3154 | 0.3154 |
| | | Highest | 0.3154 | 0.3154 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0778 | 0.0413 | 0.4164 | 2.6000e-004 | | 5.1900e-003 | 5.1900e-003 | | 5.1900e-003 | 5.1900e-003 | 0.0000 | 43.1880 | 43.1880 | 1.4400e-003 | 7.8000e-004 | 43.4565 |
| Energy | 3.3900e-003 | 0.0290 | 0.0123 | 1.9000e-004 | | 2.3400e-003 | 2.3400e-003 | | 2.3400e-003 | 2.3400e-003 | 0.0000 | 54.9873 | 54.9873 | 4.1100e-003 | 1.0400e-003 | 55.3985 |
| Mobile | 0.0377 | 0.0602 | 0.3612 | 8.5000e-004 | 0.0863 | 7.0000e-004 | 0.0870 | 0.0231 | 6.5000e-004 | 0.0237 | 0.0000 | 78.8012 | 78.8012 | 4.2700e-003 | 4.1300e-003 | 80.1373 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 5.0423 | 0.0000 | 5.0423 | 0.2980 | 0.0000 | 12.4921 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.1162 | 2.4797 | 3.5959 | 0.1151 | 2.7600e-003 | 7.2932 |
| **Total** | **0.1189** | **0.1306** | **0.7899** | **1.3000e-003** | **0.0863** | **8.2300e-003** | **0.0946** | **0.0231** | **8.1800e-003** | **0.0313** | **6.1585** | **179.4563** | **185.6148** | **0.4229** | **8.7100e-003** | **198.7775** |

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

## 2.2 Overall Operational

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0778 | 0.0413 | 0.4164 | 2.6000e-004 | | 5.1900e-003 | 5.1900e-003 | | 5.1900e-003 | 5.1900e-003 | 0.0000 | 43.1880 | 43.1880 | 1.4400e-003 | 7.8000e-004 | 43.4565 |
| Energy | 3.3900e-003 | 0.0290 | 0.0123 | 1.9000e-004 | | 2.3400e-003 | 2.3400e-003 | | 2.3400e-003 | 2.3400e-003 | 0.0000 | 54.9873 | 54.9873 | 4.1100e-003 | 1.0400e-003 | 55.3985 |
| Mobile | 0.0327 | 0.0460 | 0.2776 | 6.0000e-004 | 0.0604 | 5.0000e-004 | 0.0609 | 0.0162 | 4.7000e-004 | 0.0166 | 0.0000 | 55.8425 | 55.8425 | 3.5000e-003 | 3.1500e-003 | 56.8673 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.2606 | 0.0000 | 1.2606 | 0.0745 | 0.0000 | 3.1230 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.8930 | 1.9838 | 2.8767 | 0.0920 | 2.2000e-003 | 5.8346 |
| **Total** | **0.1139** | **0.1163** | **0.7064** | **1.0500e-003** | **0.0604** | **8.0300e-003** | **0.0685** | **0.0162** | **8.0000e-003** | **0.0242** | **2.1535** | **156.0015** | **158.1551** | **0.1756** | **7.1700e-003** | **164.6799** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **4.17** | **10.91** | **10.57** | **19.23** | **30.00** | **2.43** | **27.60** | **30.01** | **2.20** | **22.74** | **65.03** | **13.07** | **14.79** | **58.48** | **17.68** | **17.15** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 4/1/2023 | 4/28/2023 | 5 | 20 | |
| 2 | Site Preparation | Site Preparation | 4/15/2023 | 4/17/2023 | 5 | 1 | |
| 3 | Grading | Grading | 4/18/2023 | 4/19/2023 | 5 | 2 | |

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

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 4 | Building Construction | Building Construction | 4/20/2023 | 11/15/2023 | 5 | 150 | |
| 5 | Paving | Paving | 9/7/2023 | 9/13/2023 | 5 | 5 | |
| 6 | Architectural Coating | Architectural Coating | 9/14/2023 | 9/27/2023 | 5 | 10 | |

**Acres of Grading (Site Preparation Phase): 0.2**

**Acres of Grading (Grading Phase): 0.2**

**Acres of Paving: 0**

**Residential Indoor: 29,518; Residential Outdoor: 9,839; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving | Cement and Mortar Mixers | 4 | 6.00 | 9 | 0.56 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Building Construction | Cranes | 1 | 4.00 | 231 | 0.29 |
| Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20 |
| Grading | Graders | 1 | 6.00 | 187 | 0.41 |
| Site Preparation | Graders | 1 | 8.00 | 187 | 0.41 |
| Paving | Pavers | 1 | 7.00 | 130 | 0.42 |
| Paving | Rollers | 1 | 7.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 1 | 1.00 | 247 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 6.00 | 247 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Demolition | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37 |
| Grading | Tractors/Loaders/Backhoes | 1 | 7.00 | 97 | 0.37 |
| Paving | Tractors/Loaders/Backhoes | 1 | 7.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |

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

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Architectural Coating | 1 | 8.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 5 | 39.00 | 6.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Demolition | 4 | 10.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 3 | 8.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 2 | 5.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

## 3.2 Demolition - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 2.9600e-003 | 0.0000 | 2.9600e-003 | 4.5000e-004 | 0.0000 | 4.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.4600e-003 | 0.0578 | 0.0739 | 1.2000e-004 | | 2.8200e-003 | 2.8200e-003 | | 2.7000e-003 | 2.7000e-003 | 0.0000 | 10.4182 | 10.4182 | 1.9000e-003 | 0.0000 | 10.4656 |
| **Total** | **6.4600e-003** | **0.0578** | **0.0739** | **1.2000e-004** | **2.9600e-003** | **2.8200e-003** | **5.7800e-003** | **4.5000e-004** | **2.7000e-003** | **3.1500e-003** | **0.0000** | **10.4182** | **10.4182** | **1.9000e-003** | **0.0000** | **10.4656** |

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

## 3.2 Demolition - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.9000e-004 | 1.9000e-004 | 2.2700e-003 | 1.0000e-005 | 8.0000e-004 | 0.0000 | 8.0000e-004 | 2.1000e-004 | 0.0000 | 2.2000e-004 | 0.0000 | 0.6259 | 0.6259 | 2.0000e-005 | 2.0000e-005 | 0.6317 |
| **Total** | **2.9000e-004** | **1.9000e-004** | **2.2700e-003** | **1.0000e-005** | **8.0000e-004** | **0.0000** | **8.0000e-004** | **2.1000e-004** | **0.0000** | **2.2000e-004** | **0.0000** | **0.6259** | **0.6259** | **2.0000e-005** | **2.0000e-005** | **0.6317** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 1.3300e-003 | 0.0000 | 1.3300e-003 | 2.0000e-004 | 0.0000 | 2.0000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.4600e-003 | 0.0578 | 0.0739 | 1.2000e-004 | | 2.8200e-003 | 2.8200e-003 | | 2.7000e-003 | 2.7000e-003 | 0.0000 | 10.4182 | 10.4182 | 1.9000e-003 | 0.0000 | 10.4655 |
| **Total** | **6.4600e-003** | **0.0578** | **0.0739** | **1.2000e-004** | **1.3300e-003** | **2.8200e-003** | **4.1500e-003** | **2.0000e-004** | **2.7000e-003** | **2.9000e-003** | **0.0000** | **10.4182** | **10.4182** | **1.9000e-003** | **0.0000** | **10.4655** |

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

## 3.2 Demolition - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.9000e-004 | 1.9000e-004 | 2.2700e-003 | 1.0000e-005 | 8.0000e-004 | 0.0000 | 8.0000e-004 | 2.1000e-004 | 0.0000 | 2.2000e-004 | 0.0000 | 0.6259 | 0.6259 | 2.0000e-005 | 2.0000e-005 | 0.6317 |
| **Total** | **2.9000e-004** | **1.9000e-004** | **2.2700e-003** | **1.0000e-005** | **8.0000e-004** | **0.0000** | **8.0000e-004** | **2.1000e-004** | **0.0000** | **2.2000e-004** | **0.0000** | **0.6259** | **0.6259** | **2.0000e-005** | **2.0000e-005** | **0.6317** |

## 3.3 Site Preparation - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 1.1000e-004 | 0.0000 | 1.1000e-004 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.7000e-004 | 3.0900e-003 | 1.9600e-003 | 0.0000 | | 1.1000e-004 | 1.1000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.4275 | 0.4275 | 1.4000e-004 | 0.0000 | 0.4309 |
| **Total** | **2.7000e-004** | **3.0900e-003** | **1.9600e-003** | **0.0000** | **1.1000e-004** | **1.1000e-004** | **2.2000e-004** | **1.0000e-005** | **1.0000e-004** | **1.1000e-004** | **0.0000** | **0.4275** | **0.4275** | **1.4000e-004** | **0.0000** | **0.4309** |

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

## 3.3 Site Preparation - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.0000e-005 | 0.0000 | 6.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0157 | 0.0157 | 0.0000 | 0.0000 | 0.0158 |
| **Total** | **1.0000e-005** | **0.0000** | **6.0000e-005** | **0.0000** | **2.0000e-005** | **0.0000** | **2.0000e-005** | **1.0000e-005** | **0.0000** | **1.0000e-005** | **0.0000** | **0.0157** | **0.0157** | **0.0000** | **0.0000** | **0.0158** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 5.0000e-005 | 0.0000 | 5.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.7000e-004 | 3.0900e-003 | 1.9600e-003 | 0.0000 | | 1.1000e-004 | 1.1000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.4275 | 0.4275 | 1.4000e-004 | 0.0000 | 0.4309 |
| **Total** | **2.7000e-004** | **3.0900e-003** | **1.9600e-003** | **0.0000** | **5.0000e-005** | **1.1000e-004** | **1.6000e-004** | **1.0000e-005** | **1.0000e-004** | **1.1000e-004** | **0.0000** | **0.4275** | **0.4275** | **1.4000e-004** | **0.0000** | **0.4309** |

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

## 3.3 Site Preparation - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.0000e-005 | 0.0000 | 6.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0157 | 0.0157 | 0.0000 | 0.0000 | 0.0158 |
| **Total** | **1.0000e-005** | **0.0000** | **6.0000e-005** | **0.0000** | **2.0000e-005** | **0.0000** | **2.0000e-005** | **1.0000e-005** | **0.0000** | **1.0000e-005** | **0.0000** | **0.0157** | **0.0157** | **0.0000** | **0.0000** | **0.0158** |

## 3.4 Grading - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 4.6200e-003 | 0.0000 | 4.6200e-003 | 2.4900e-003 | 0.0000 | 2.4900e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.3000e-004 | 0.0102 | 5.5500e-003 | 1.0000e-005 | | 4.2000e-004 | 4.2000e-004 | | 3.9000e-004 | 3.9000e-004 | 0.0000 | 1.2381 | 1.2381 | 4.0000e-004 | 0.0000 | 1.2481 |
| **Total** | **9.3000e-004** | **0.0102** | **5.5500e-003** | **1.0000e-005** | **4.6200e-003** | **4.2000e-004** | **5.0400e-003** | **2.4900e-003** | **3.9000e-004** | **2.8800e-003** | **0.0000** | **1.2381** | **1.2381** | **4.0000e-004** | **0.0000** | **1.2481** |

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

## 3.4 Grading - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.0000e-005 | 2.0000e-005 | 1.8000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0501 | 0.0501 | 0.0000 | 0.0000 | 0.0505 |
| **Total** | **2.0000e-005** | **2.0000e-005** | **1.8000e-004** | **0.0000** | **6.0000e-005** | **0.0000** | **6.0000e-005** | **2.0000e-005** | **0.0000** | **2.0000e-005** | **0.0000** | **0.0501** | **0.0501** | **0.0000** | **0.0000** | **0.0505** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 2.0800e-003 | 0.0000 | 2.0800e-003 | 1.1200e-003 | 0.0000 | 1.1200e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.3000e-004 | 0.0102 | 5.5500e-003 | 1.0000e-005 | | 4.2000e-004 | 4.2000e-004 | | 3.9000e-004 | 3.9000e-004 | 0.0000 | 1.2381 | 1.2381 | 4.0000e-004 | 0.0000 | 1.2481 |
| **Total** | **9.3000e-004** | **0.0102** | **5.5500e-003** | **1.0000e-005** | **2.0800e-003** | **4.2000e-004** | **2.5000e-003** | **1.1200e-003** | **3.9000e-004** | **1.5100e-003** | **0.0000** | **1.2381** | **1.2381** | **4.0000e-004** | **0.0000** | **1.2481** |

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

## 3.4 Grading - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.0000e-005 | 2.0000e-005 | 1.8000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0501 | 0.0501 | 0.0000 | 0.0000 | 0.0505 |
| **Total** | **2.0000e-005** | **2.0000e-005** | **1.8000e-004** | **0.0000** | **6.0000e-005** | **0.0000** | **6.0000e-005** | **2.0000e-005** | **0.0000** | **2.0000e-005** | **0.0000** | **0.0501** | **0.0501** | **0.0000** | **0.0000** | **0.0505** |

## 3.5 Building Construction - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0474 | 0.4814 | 0.5323 | 8.6000e-004 | | 0.0240 | 0.0240 | | 0.0221 | 0.0221 | 0.0000 | 75.1563 | 75.1563 | 0.0243 | 0.0000 | 75.7640 |
| **Total** | **0.0474** | **0.4814** | **0.5323** | **8.6000e-004** | | **0.0240** | **0.0240** | | **0.0221** | **0.0221** | **0.0000** | **75.1563** | **75.1563** | **0.0243** | **0.0000** | **75.7640** |

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

## 3.5 Building Construction - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 4.7000e-004 | 0.0199 | 5.8600e-003 | 9.0000e-005 | 2.9700e-003 | 1.3000e-004 | 3.1000e-003 | 8.6000e-004 | 1.2000e-004 | 9.8000e-004 | 0.0000 | 8.6701 | 8.6701 | 4.0000e-005 | 1.3100e-003 | 9.0618 |
| Worker | 8.5000e-003 | 5.6200e-003 | 0.0665 | 2.0000e-004 | 0.0233 | 1.1000e-004 | 0.0234 | 6.1900e-003 | 1.1000e-004 | 6.3000e-003 | 0.0000 | 18.3078 | 18.3078 | 5.6000e-004 | 5.3000e-004 | 18.4784 |
| **Total** | **8.9700e-003** | **0.0255** | **0.0724** | **2.9000e-004** | **0.0263** | **2.4000e-004** | **0.0265** | **7.0500e-003** | **2.3000e-004** | **7.2800e-003** | **0.0000** | **26.9780** | **26.9780** | **6.0000e-004** | **1.8400e-003** | **27.5402** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0474 | 0.4814 | 0.5323 | 8.6000e-004 | | 0.0240 | 0.0240 | | 0.0221 | 0.0221 | 0.0000 | 75.1562 | 75.1562 | 0.0243 | 0.0000 | 75.7639 |
| **Total** | **0.0474** | **0.4814** | **0.5323** | **8.6000e-004** | | **0.0240** | **0.0240** | | **0.0221** | **0.0221** | **0.0000** | **75.1562** | **75.1562** | **0.0243** | **0.0000** | **75.7639** |

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

## 3.5 Building Construction - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 4.7000e-004 | 0.0199 | 5.8600e-003 | 9.0000e-005 | 2.9700e-003 | 1.3000e-004 | 3.1000e-003 | 8.6000e-004 | 1.2000e-004 | 9.8000e-004 | 0.0000 | 8.6701 | 8.6701 | 4.0000e-005 | 1.3100e-003 | 9.0618 |
| Worker | 8.5000e-003 | 5.6200e-003 | 0.0665 | 2.0000e-004 | 0.0233 | 1.1000e-004 | 0.0234 | 6.1900e-003 | 1.1000e-004 | 6.3000e-003 | 0.0000 | 18.3078 | 18.3078 | 5.6000e-004 | 5.3000e-004 | 18.4784 |
| **Total** | **8.9700e-003** | **0.0255** | **0.0724** | **2.9000e-004** | **0.0263** | **2.4000e-004** | **0.0265** | **7.0500e-003** | **2.3000e-004** | **7.2800e-003** | **0.0000** | **26.9780** | **26.9780** | **6.0000e-004** | **1.8400e-003** | **27.5402** |

## 3.6 Paving - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 1.5300e-003 | 0.0138 | 0.0176 | 3.0000e-005 | | 6.6000e-004 | 6.6000e-004 | | 6.2000e-004 | 6.2000e-004 | 0.0000 | 2.3498 | 2.3498 | 6.8000e-004 | 0.0000 | 2.3669 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **1.5300e-003** | **0.0138** | **0.0176** | **3.0000e-005** | | **6.6000e-004** | **6.6000e-004** | | **6.2000e-004** | **6.2000e-004** | **0.0000** | **2.3498** | **2.3498** | **6.8000e-004** | **0.0000** | **2.3669** |

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

## 3.6 Paving - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.3000e-004 | 9.0000e-005 | 1.0200e-003 | 0.0000 | 3.6000e-004 | 0.0000 | 3.6000e-004 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 0.2817 | 0.2817 | 1.0000e-005 | 1.0000e-005 | 0.2843 |
| **Total** | **1.3000e-004** | **9.0000e-005** | **1.0200e-003** | **0.0000** | **3.6000e-004** | **0.0000** | **3.6000e-004** | **1.0000e-004** | **0.0000** | **1.0000e-004** | **0.0000** | **0.2817** | **0.2817** | **1.0000e-005** | **1.0000e-005** | **0.2843** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 1.5300e-003 | 0.0138 | 0.0176 | 3.0000e-005 | | 6.6000e-004 | 6.6000e-004 | | 6.2000e-004 | 6.2000e-004 | 0.0000 | 2.3498 | 2.3498 | 6.8000e-004 | 0.0000 | 2.3669 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **1.5300e-003** | **0.0138** | **0.0176** | **3.0000e-005** | | **6.6000e-004** | **6.6000e-004** | | **6.2000e-004** | **6.2000e-004** | **0.0000** | **2.3498** | **2.3498** | **6.8000e-004** | **0.0000** | **2.3669** |

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

## 3.6 Paving - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.3000e-004 | 9.0000e-005 | 1.0200e-003 | 0.0000 | 3.6000e-004 | 0.0000 | 3.6000e-004 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 0.2817 | 0.2817 | 1.0000e-005 | 1.0000e-005 | 0.2843 |
| **Total** | **1.3000e-004** | **9.0000e-005** | **1.0200e-003** | **0.0000** | **3.6000e-004** | **0.0000** | **3.6000e-004** | **1.0000e-004** | **0.0000** | **1.0000e-004** | **0.0000** | **0.2817** | **0.2817** | **1.0000e-005** | **1.0000e-005** | **0.2843** |

## 3.7 Architectural Coating - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0456 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.6000e-004 | 6.5100e-003 | 9.0600e-003 | 1.0000e-005 | | 3.5000e-004 | 3.5000e-004 | | 3.5000e-004 | 3.5000e-004 | 0.0000 | 1.2766 | 1.2766 | 8.0000e-005 | 0.0000 | 1.2785 |
| **Total** | **0.0466** | **6.5100e-003** | **9.0600e-003** | **1.0000e-005** | | **3.5000e-004** | **3.5000e-004** | | **3.5000e-004** | **3.5000e-004** | **0.0000** | **1.2766** | **1.2766** | **8.0000e-005** | **0.0000** | **1.2785** |

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

## 3.7 Architectural Coating - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.2000e-004 | 8.0000e-005 | 9.1000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 8.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2504 | 0.2504 | 1.0000e-005 | 1.0000e-005 | 0.2527 |
| **Total** | **1.2000e-004** | **8.0000e-005** | **9.1000e-004** | **0.0000** | **3.2000e-004** | **0.0000** | **3.2000e-004** | **8.0000e-005** | **0.0000** | **9.0000e-005** | **0.0000** | **0.2504** | **0.2504** | **1.0000e-005** | **1.0000e-005** | **0.2527** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0456 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.6000e-004 | 6.5100e-003 | 9.0600e-003 | 1.0000e-005 | | 3.5000e-004 | 3.5000e-004 | | 3.5000e-004 | 3.5000e-004 | 0.0000 | 1.2766 | 1.2766 | 8.0000e-005 | 0.0000 | 1.2785 |
| **Total** | **0.0466** | **6.5100e-003** | **9.0600e-003** | **1.0000e-005** | | **3.5000e-004** | **3.5000e-004** | | **3.5000e-004** | **3.5000e-004** | **0.0000** | **1.2766** | **1.2766** | **8.0000e-005** | **0.0000** | **1.2785** |

### 3.7 Architectural Coating - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.2000e-004 | 8.0000e-005 | 9.1000e-004 | 0.0000 | 3.2000e-004 | 0.0000 | 3.2000e-004 | 8.0000e-005 | 0.0000 | 9.0000e-005 | 0.0000 | 0.2504 | 0.2504 | 1.0000e-005 | 1.0000e-005 | 0.2527 |
| **Total** | **1.2000e-004** | **8.0000e-005** | **9.1000e-004** | **0.0000** | **3.2000e-004** | **0.0000** | **3.2000e-004** | **8.0000e-005** | **0.0000** | **9.0000e-005** | **0.0000** | **0.2504** | **0.2504** | **1.0000e-005** | **1.0000e-005** | **0.2527** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

Increase Density

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

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

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0327 | 0.0460 | 0.2776 | 6.0000e-004 | 0.0604 | 5.0000e-004 | 0.0609 | 0.0162 | 4.7000e-004 | 0.0166 | 0.0000 | 55.8425 | 55.8425 | 3.5000e-003 | 3.1500e-003 | 56.8673 |
| Unmitigated | 0.0377 | 0.0602 | 0.3612 | 8.5000e-004 | 0.0863 | 7.0000e-004 | 0.0870 | 0.0231 | 6.5000e-004 | 0.0237 | 0.0000 | 78.8012 | 78.8012 | 4.2700e-003 | 4.1300e-003 | 80.1373 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Homeless Shelter | 79.92 | 79.92 | 79.92 | 231,594 | 162,115 |
| Total | 79.92 | 79.92 | 79.92 | 231,594 | 162,115 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Homeless Shelter | 10.80 | 7.30 | 7.50 | 45.60 | 19.00 | 35.40 | 86 | 11 | 3 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Homeless Shelter | 0.536987 | 0.052416 | 0.169237 | 0.150872 | 0.026159 | 0.006241 | 0.012518 | 0.016886 | 0.000471 | 0.000325 | 0.023246 | 0.001119 | 0.003522 |

# 5.0 Energy Detail

Historical Energy Use: N

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

## 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 21.3977 | 21.3977 | 3.4600e-003 | 4.2000e-004 | 21.6093 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 21.3977 | 21.3977 | 3.4600e-003 | 4.2000e-004 | 21.6093 |
| NaturalGas Mitigated | 3.3900e-003 | 0.0290 | 0.0123 | 1.9000e-004 | | 2.3400e-003 | 2.3400e-003 | | 2.3400e-003 | 2.3400e-003 | 0.0000 | 33.5895 | 33.5895 | 6.4000e-004 | 6.2000e-004 | 33.7891 |
| NaturalGas Unmitigated | 3.3900e-003 | 0.0290 | 0.0123 | 1.9000e-004 | | 2.3400e-003 | 2.3400e-003 | | 2.3400e-003 | 2.3400e-003 | 0.0000 | 33.5895 | 33.5895 | 6.4000e-004 | 6.2000e-004 | 33.7891 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Homeless Shelter | 629444 | 3.3900e-003 | 0.0290 | 0.0123 | 1.9000e-004 | | 2.3400e-003 | 2.3400e-003 | | 2.3400e-003 | 2.3400e-003 | 0.0000 | 33.5895 | 33.5895 | 6.4000e-004 | 6.2000e-004 | 33.7891 |
| **Total** | | **3.3900e-003** | **0.0290** | **0.0123** | **1.9000e-004** | | **2.3400e-003** | **2.3400e-003** | | **2.3400e-003** | **2.3400e-003** | **0.0000** | **33.5895** | **33.5895** | **6.4000e-004** | **6.2000e-004** | **33.7891** |

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

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Homeless Shelter | 629444 | 3.3900e-003 | 0.0290 | 0.0123 | 1.9000e-004 | | 2.3400e-003 | 2.3400e-003 | | 2.3400e-003 | 2.3400e-003 | 0.0000 | 33.5895 | 33.5895 | 6.4000e-004 | 6.2000e-004 | 33.7891 |
| **Total** | | **3.3900e-003** | **0.0290** | **0.0123** | **1.9000e-004** | | **2.3400e-003** | **2.3400e-003** | | **2.3400e-003** | **2.3400e-003** | **0.0000** | **33.5895** | **33.5895** | **6.4000e-004** | **6.2000e-004** | **33.7891** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Homeless Shelter | 231267 | 21.3977 | 3.4600e-003 | 4.2000e-004 | 21.6093 |
| **Total** | | **21.3977** | **3.4600e-003** | **4.2000e-004** | **21.6093** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Homeless Shelter | 231267 | 21.3977 | 3.4600e-003 | 4.2000e-004 | 21.6093 |
| **Total** | | **21.3977** | **3.4600e-003** | **4.2000e-004** | **21.6093** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0778 | 0.0413 | 0.4164 | 2.6000e-004 | | 5.1900e-003 | 5.1900e-003 | | 5.1900e-003 | 5.1900e-003 | 0.0000 | 43.1880 | 43.1880 | 1.4400e-003 | 7.8000e-004 | 43.4565 |
| Unmitigated | 0.0778 | 0.0413 | 0.4164 | 2.6000e-004 | | 5.1900e-003 | 5.1900e-003 | | 5.1900e-003 | 5.1900e-003 | 0.0000 | 43.1880 | 43.1880 | 1.4400e-003 | 7.8000e-004 | 43.4565 |

Gospel Center Men's Shelter - San Joaquin County, Annual

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

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 4.5600e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0569 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 4.3000e-003 | 0.0367 | 0.0156 | 2.3000e-004 | | 2.9700e-003 | 2.9700e-003 | | 2.9700e-003 | 2.9700e-003 | 0.0000 | 42.5331 | 42.5331 | 8.2000e-004 | 7.8000e-004 | 42.7858 |
| Landscaping | 0.0121 | 4.6200e-003 | 0.4008 | 2.0000e-005 | | 2.2200e-003 | 2.2200e-003 | | 2.2200e-003 | 2.2200e-003 | 0.0000 | 0.6550 | 0.6550 | 6.3000e-004 | 0.0000 | 0.6707 |
| **Total** | **0.0778** | **0.0414** | **0.4164** | **2.5000e-004** | | **5.1900e-003** | **5.1900e-003** | | **5.1900e-003** | **5.1900e-003** | **0.0000** | **43.1880** | **43.1880** | **1.4500e-003** | **7.8000e-004** | **43.4565** |

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

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 4.5600e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0569 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 4.3000e-003 | 0.0367 | 0.0156 | 2.3000e-004 | | 2.9700e-003 | 2.9700e-003 | | 2.9700e-003 | 2.9700e-003 | 0.0000 | 42.5331 | 42.5331 | 8.2000e-004 | 7.8000e-004 | 42.7858 |
| Landscaping | 0.0121 | 4.6200e-003 | 0.4008 | 2.0000e-005 | | 2.2200e-003 | 2.2200e-003 | | 2.2200e-003 | 2.2200e-003 | 0.0000 | 0.6550 | 0.6550 | 6.3000e-004 | 0.0000 | 0.6707 |
| **Total** | **0.0778** | **0.0414** | **0.4164** | **2.5000e-004** | | **5.1900e-003** | **5.1900e-003** | | **5.1900e-003** | **5.1900e-003** | **0.0000** | **43.1880** | **43.1880** | **1.4500e-003** | **7.8000e-004** | **43.4565** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 2.8767 | 0.0920 | 2.2000e-003 | 5.8346 |
| Unmitigated | 3.5959 | 0.1151 | 2.7600e-003 | 7.2932 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Homeless Shelter | 3.51832 / 2.21807 | 3.5959 | 0.1151 | 2.7600e-003 | 7.2932 |
| **Total** | | **3.5959** | **0.1151** | **2.7600e-003** | **7.2932** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Homeless Shelter | 2.81465 / 1.77446 | 2.8767 | 0.0920 | 2.2000e-003 | 5.8346 |
| **Total** | | **2.8767** | **0.0920** | **2.2000e-003** | **5.8346** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 1.2606 | 0.0745 | 0.0000 | 3.1230 |
| Unmitigated | 5.0423 | 0.2980 | 0.0000 | 12.4921 |

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

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Homeless Shelter | 24.84 | 5.0423 | 0.2980 | 0.0000 | 12.4921 |
| **Total** | | **5.0423** | **0.2980** | **0.0000** | **12.4921** |

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Homeless Shelter | 6.21 | 1.2606 | 0.0745 | 0.0000 | 3.1230 |
| **Total** | | **1.2606** | **0.0745** | **0.0000** | **3.1230** |

## 9.0 Operational Offroad

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

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

## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

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

### Boilers

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

### User Defined Equipment

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# APPENDIX C
# PAGE AND TURNBULL, INC. PRIMARY RECORDS

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
# PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code 3S, 3CS, 5S2
Other Listings_____
Review Code_____ Reviewer_____ Date_____



**Resource name(s) or number** (assigned by recorder) 435-437 S. San Joaquin Street

**P1. Another Identifier:** Wills House

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Joaquin

***b. USGS 7.5' Quad** Stockton West, CA **Date** 2018

***c. Address** 435-437 S. San Joaquin Street **City** Stockton **Zip** 95203

***e. Other Locational Data:** San Joaquin County Assessor's Parcel Number 149-066-070

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
435-437 S. San Joaquin Street is a two-story, wood-frame multiple-family residence that was built around 1904 in a mixture of Queen Anne and Colonial Revival styles. It is located on a 9,150-square-foot lot on the west side of S. San Joaquin Street between E. Sonora Street and E. Church Street. The building is located on the same parcel as 429-431 S. San Joaquin Street, a second multiple-family residence that was built at the same time in a similar architectural style. The building has a rectangular footprint and a moderately pitched front-gabled roof that is clad with composition shingles. The building is clad with wood lap siding and has a concrete foundation. Typical windows consist of wood sash windows with molded wood trim.

***P3b. Resource Attributes:** (list attributes and codes) HP3. Multiple family property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

**P5a. Photo**

**P5b. Photo:** (view and date)
Primary (northeast) façade, view south, October 11, 2019.

***P6. Date Constructed/Age and Sources:** ☒historic
ca. 1904, historic newspaper articles, city directories, Sanborn Map Co. fire insurance maps

***P7. Owner and Address:**
Gospel Center Rescue Mission, Inc.
445 S. San Joaquin St.
Stockton, CA 95203

***P8. Recorded by:**
Page & Turnbull, Inc.
2401 C Street, Ste. B
Sacramento, CA 95816

***P9. Date Recorded:**
October 11, 2019

***P10. Survey Type:**
Intensive

***P11. Report Citation:** None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (list)


**Figure 1. Aerial photograph of 435-437 S. San Joaquin Street. Subject parcel outlined orange. Source: Google Earth 2019, edited by Page & Turnbull.**

*Northeast Façade*
The primary, northeast façade features a projecting front-facing gable that is decorated with alternating carved wood modillions and dentils along the cornice (**Figure 2**). The gable end has a small rectangular window. A full-width porch projects from the first story of the building and has a flat roof with overhanging eaves that are decorated with wood modillions and dentils to match those of the roof above. The roof of the porch is supported by three wood Tuscan columns that are mounted on top of solid wood railings; the railings are clad with wood lap siding that has been covered with a brick veneer wall (**Figure 3**). At the south end of the façade, a set of poured concrete steps lead up to the porch and main entry. The entry consists of a pair of wood panel doors with integrated glazing set behind wood screen doors. A grouped window, consisting of two tall, narrow wood sash windows on each side of a wider wood sash window, completes the fenestration on the first story. On the second story, two wood sash windows frame a door opening that appears to have been filled in with plywood. The wood trim of these windows is more elaborate than those of the first story and has a projecting lintel decorated with dentils.

*Southeast Façade*
The southeast façade is partially obscured behind an adjacent one-story brick building at 445 S. San Joaquin Street (**Figure 4**). The façade has a molded wood drip course that separates the crawl space from the first floor above. Six windows are visible, three in the first floor and three in the second floor. The four windows at the west end of the façade have been altered; those in the first floor have been covered with plywood, while those in the second floor have been replaced with vinyl sash windows with flat wood trim. Sets of paired windows adjacent to the brick building appear to retain their original wood sashes (**Figure 5**). A small brick chimney is visible on the roof above.

*Southwest Facade*
The rear (southwest) façade features two stacked recessed entries, one above the other, on the first and second stories at the north end of the facade (**Figure 6**). The first-story entry consists of a wood panel door that is set at the back of a small recessed porch with poured concrete steps and solid wood railings (**Figure 7**). Hinges and an infilled transom indicate that the porch was once enclosed by an additional door. The second-story entry above is located at the top of a long, angled wood staircase with flat wood railings, wood support beams, and one intermediate landing. It contains a wood door with an infilled transom. Fenestration consists of two plywood access doors at the crawl space and a small rectangular wood sash window next to a taller rectangular

window on both the first and second stories. The taller window at the first story has been infilled with plywood and an air conditioning unit, while the bottom sash of both of the second-story windows have been replaced with vinyl sliders. Pipes and utility meters are attached to the south end of the façade. Four cylindrical metal chimneys are visible on the roof above.

*Northwest Façade*

The northwest façade begins with the northwest walls and supports of the front porch (**Figure 8**). At the main section of the façade, a molded wood drip course divides the crawl space from the first floor. A hinged access door has been cut into the crawl space siding at the east end of the façade, while a second crawl space opening has been covered with wire mesh and partially filled with bricks at the west end. The first and second stories feature identical window configurations. From left to right, they consist of a single wood sash window, followed by paired wood sash windows, and a shorter wood sash window. At the far west end of the façade, four unglazed openings open to the rear, first-story porch, while a set of paired wood sash windows open to the enclosed second-story entry above.

**Figure 2. Gable end of northeast facade, view south.**

**Figure 3. Porch at northeast façade, view southwest.**

**Figure 4. The southeast façade, view northeast.**


**Figure 5. Altered windows at the east end of the southeast façade, view northeast.**

**Figure 6. Southwest façade, view northeast.**

**Figure 7. Rear porch, view east.**

**Figure 8. Northwest façade, view southwest.**

Site Features

As previously mentioned, the subject building is one of two multiple family residences on the parcel. The second, addressed as 429-431 S. San Joaquin Street, appears to have been constructed at the same time as the subject building and is located directly to the northwest (**Figure 9**). The narrow space between the two buildings has been paved with concrete (**Figure 10**). Landscaping in front of the building consists of a small front yard with a lawn and small concrete patio that is enclosed by a tall metal fence along the front and northwest property lines (**Figure 11**). A concrete walkway extends from the sidewalk to the building's front entrance, and a narrow strip of brick pavers leads to a second concrete walkway that separates the subject building from the adjacent building on the lot. The rear portion of the lot is also paved with concrete, except for a small space immediately to the rear of 429-431 S. San Joaquin Street, in which trees have been planted. An outdoor seating area with wood picnic tables and a wood lattice covering is located at the southwest corner of the lot. The rest of the rear portion of the lot is used as a driveway and parking lot for the complex (**Figure 12**).

**Figure 9. The subject property (left) and 429-431 S. San Joaquin Street, view northeast.**

**Figure 10. Concrete walkway between the subject property and 435-437 S. San Joaquin Street, view west.**

**Figure 11. Front yard, view north.**

**Figure 12. Paved area at the rear of the building, view northeast.**

Surrounding Site Context

435-437 S. San Joaquin Street is located on the block bounded by S. San Joaquin Street to the northeast, E. Church Street to the southeast, S. Hunter Street to the southwest, and E. Sonora Street to the northwest in the heart of the original street grid of Stockton and one-and-one-half blocks south of the California State Route 4 highway. The surrounding area is characterized primarily by a mix of two- to three-story residential buildings and a few brick commercial buildings that appear to have been built around the turn of the twentieth century. 429-431 S. San Joaquin Street was constructed in the same style as the subject property around 1904 (**Figure 13**). The Gleason House, located directly to the northwest of the subject parcel at 423 S. San Joaquin Street, is a Queen Anne style house constructed in 1895 (**Figure 14**). 420 S. San Joaquin Street, directly across from the subject property, is a two-story, Queen Anne style house built in 1905 (**Figure 15**). Next door, 430 S. San Joaquin is a two-story vernacular style foursquare that was built in 1900 (**Figure 16**).

**Figure 13. 435-437 S. San Joaquin Street, built 1904.**

**Figure 14. The Gleason House at 423 S. San Joaquin Street, built 1895.**

**Figure 15. 420 S. San Joaquin Street, built 1905.**

**Figure 16. 430 S. San Joaquin Street, built 1900.**

# BUILDING, STRUCTURE, AND OBJECT RECORD


***NRHP Status Code** 3S, 3CS, 5S2
***Resource Name or #** 435-437 S. San Joaquin Street

B1. Historic name: Wills House
B2. Common name: 435-437 S. San Joaquin Street
B3. Original Use: Multiple Family Residence
B4. Present use: Multiple Family Residence
***B5. Architectural Style:** Queen Anne/Colonial Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The parcel on which 435-437 S. San Joaquin Street is located was owned by Bee Hoult by 1900. Two earlier wood frame buildings that were present on the site at the time burned down in a fire that spread from the Agricultural Pavilion building, located two blocks north on Lafeyette Street between S. Hunter, and destroyed nearly six city blocks in September 1902.[1] The 1904 Stockton city directory records that Hoult's husband, David, was living at the adjacent building at 431 S. San Joaquin Street, indicating it had been completed by this time to replace the buildings that had been destroyed by the fire.[2] It is likely that the subject building was constructed at the same time. The 1917 fire insurance map by the Sanborn Map Company shows the building as a two-story wood frame building that consisted of two flats over a basement (**Figure 17**). It had a two-story porch that spanned the front façade and an angled exterior rear staircase. The 1950 Sanborn fire insurance map shows that by 1950, the building had been reconfigured into a two-and-one-half-story building, likely by converting the basement into livable space. No other changes are visible. (**Figure 18**). Aerial photographs from the 1930s and 1970s indicate that the overall footprint of the building has remained relatively unchanged over time (**Figure 19** and **Figure 20**). (See Continuation Sheet, page 8)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** _____ B9a. Architect: Unknown b. Builder: Unknown

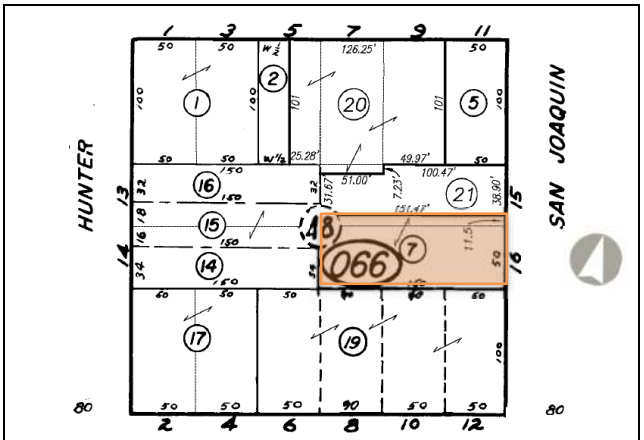
***B10. Significance: Theme** Residential Architecture **Area** Stockton, California
**Period of Significance** 1904 **Property Type** Multiple-Family Residential **Applicable Criteria** C/3

City of Stockton
*Native American through Early American Period:*
Numerous Native American groups called the Central Valley home for thousands of years before the arrival of European and American settlers. The Stockton area was settled by the Yatchicumne, a group of the Northern Valley Yokuts people whose villages were established across a vast expanse of California from the confluence of the Sacramento and San Joaquin rivers as far as the Tehachapi Mountains, 250 miles to the south. At least two Yatchicumne villages were located in the Stockton area, including one called Pasasimas, situated on a mound near the Stockton Channel in present-day Downtown Stockton. (See Continuation Sheet, page 9)

**B11. Additional Resource Attributes**: (List attributes and codes)

***B12. References:** See Footnotes and Continuation Sheet, page 18
**B13. Remarks:** None
***B14. Evaluator:** Clare Flynn, Page & Turnbull, Inc.
***Date of Evaluation:** October 31, 2019

(This space reserved for official comments.)



Location Map: San Joaquin County Assessor's Office, 2019. Subject parcel shaded orange. Edited by Page & Turnbull.

[1] "Conflagration in the Heart of Stockton Leaves Record of Death and Injury, and Devastation of Wide Area," *The San Francisco Call*, September 30, 1902.
[2] Stockton, California, City Directory, 1904.

***B6. Construction History: (continued)**

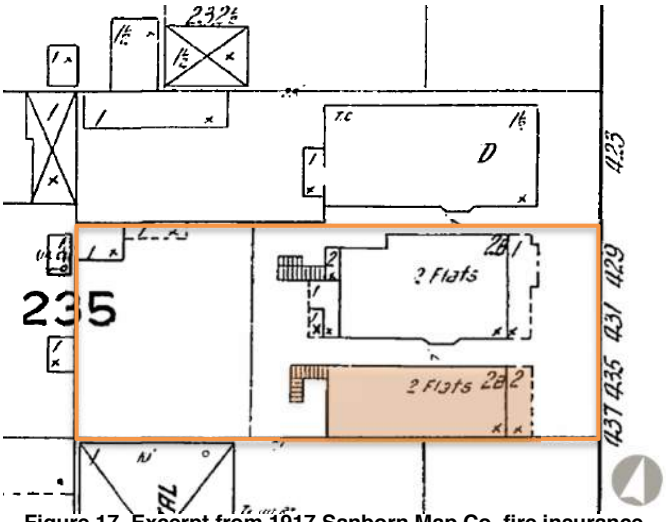



**Figure 17. Excerpt from 1917 Sanborn Map Co. fire insurance map with subject building highlighted and subject parcel outlined in orange. Source: Sacramento Public Library. Edited by Page & Turnbull.**

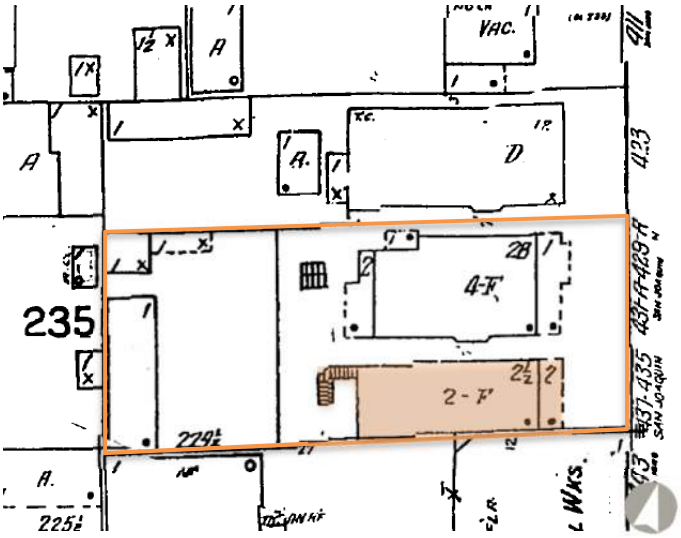



**Figure 18. Excerpt from 1950 Sanborn Map Co. fire insurance map with subject building highlighted and subject parcel outlined in orange. Source: Sacramento Public Library. Edited by Page & Turnbull.**

**Figure 19. 1930 aerial photograph, approximate subject location outlined in orange. Source: Fairchild Aerial Surveys, Flight C-975A, Frame Z-252, collection of UC Santa Barbara Library. Edited by Page & Turnbull.**

**Figure 20. 1970 aerial photograph, approximate subject location outlined in orange. Source: Cartwright Aerial Surveys, Flight CAS-2874, Frame 102, collection of UC Santa Barbara Library. Edited by Page & Turnbull.**

Google Street View images show that there was a balcony above the front porch in 2012. Sometime between 2012 and 2015, a railing around this balcony was removed, and a door opening that led from the second story interior to the balcony was infilled. Building permits on file at the City of Stockton Permit Center document repairs to the building's foundation and plumbing and electrical work. Additional alterations that are not documented in permits include window replacements, the addition of brick veneer cladding on the northwest façade, removal of the second-story balcony railing, and alterations to the rear porch.

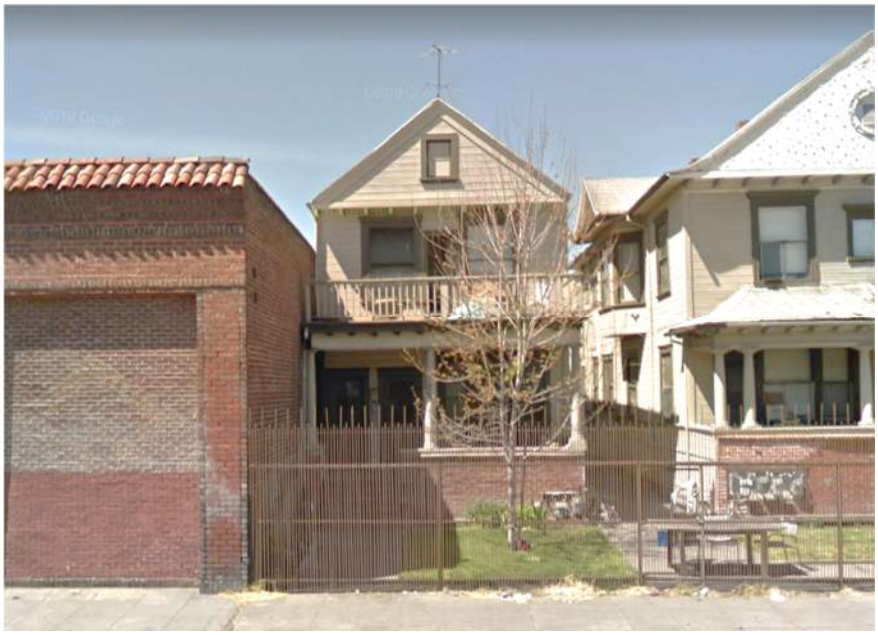


**Figure 21. The northwest facade in April 2012. Source: Google Street View, 2012.**

**Table 1. Permits on File at the City of Fremont Community Development Department**

| Permit Number | Date | Applicant | Description |
|---|---|---|---|
| 31996 | 12/1949 | Ila Stevenson | Foundation for apartment house |
| 9599 | 6/9/1959 | Illegible | Plumbing |
| 66400 | 1/12/1987 | Robert Hong | Electrical |

***B10. Significance: (continued)**

Local rivers and streams provided an abundant source of food for the native population and also attracted European and American fur trappers to the area, who began exploring the area in the early nineteenth century in search of beaver and otter pelts.[3] These early explorers included Jedediah Strong Smith, who established a base camp to the southeast of present-day Stockton in 1827, and Alex McCleod, a fur trapper from the Hudson's Bay Company, whose camp near McCleod Lake gave the lake its name.[4] While the fur trappers reaped the benefits of the region's rich natural resources, they also brought diseases with them that led to the decimation of much of the local Native American population.[5]

The presence of French-Canadian fur trappers provided the inspiration for the name of the Mexican land grant that encompassed the present-day site of Stockton and its immediate vicinity during the Mexican period, after Mexico achieved independence from Spain in 1821. Rancho Campo de los Franceses, as the grant was known, was filled with numerous waterways, grassy hills, and oak trees. It was this landscape that German immigrant Captain Charles Maria Weber, founder of the city of Stockton, experienced when he traveled through the area on his way to San Jose in 1842.[6] Recognizing the area's potential, Weber and his business partner, Guillermo (William) Gulnac, acquired roughly 55 square kilometers of Rancho Campo de los Franceses on the east side of the San Joaquin River from the Mexican governor in 1843. Weber eventually bought Gulnac out of the land and built his first

[3] City of Stockton, "History: A Look into Stockton's Past," accessed June 19, 2019, http://www.stocktongov.com/discover/history/hist.html; Lori Gilbert, "Our Diversity: Native Americans first to call Stockton home," *The Record*, November 29, 2014, accessed June 17, 2019, https://www.recordnet.com/article/20141129/ENTERTAINMENTLIFE/141129569.
[4] R. Coke Wood, "The Rise of Stockton," *San Joaquin Historian* IX, no. 1 (January-March 1973), San Joaquin County Historical Society, 2.
[5] Architectural Resources Group, Stockton Downtown Draft Historic Resources Survey, 2000, 6.
[6] Wood, 2.

structures on the site in 1847.[7] The first survey of the settlement, initially known as Tuleberg, was completed by Jasper O'Farrell the same year.[8]

*Formation of Stockton*

Like many cities in Northern California, Stockton grew from a small, rural outpost into a booming city as a result of the Gold Rush. When gold was discovered at Coloma in 1848, one year after Weber established the settlement of Tuleberg, he initially joined the fervor and spent months mining in the goldfields. He soon realized, however, that he had a better chance of making his fortune by selling goods and supplies to the floods of miners who were traveling into the area.[9] Advantageously located at the head of the Stockton Channel, a tributary of the San Joaquin River, Weber's settlement emerged as the gateway to and major supply center for California's southern mining areas as ships traveling from San Francisco brought streams of miners to the area (Error! Reference source not found.).[10]

As the settlement's population grew, so did urban development. In 1849, Major R. P. Hammond completed a second survey that laid out the first street grid between Weber Avenue, Center Street, Main Street, and Commerce Street.[11] In 1850, the same year the California achieved statehood, the settlement was officially incorporated as a city and renamed Stockton, after Commodore Robert F. Stockton, the American Navy officer who drove the last Mexican forces out of California in 1848.[12] Over the next five years, the city's population swelled from 1,000 to roughly 7,000. By the 1890s, it had exploded to approximately 23,000 residents.[13]

The streets between El Dorado Avenue, Main Street, Commerce Street, and Levee (now Weber) Avenue formed the core of the city's commercial area in the nineteenth century. The first residential districts, meanwhile, developed to the southwest and north. Floods were common in the winter months due to the city's location near miles of waterways that made up the Sacramento-San Joaquin River Delta.[14]

After the Gold Rush ended in the mid-1850s, the Central Valley's rich soil and temperate climate contributed to the development of Stockton into a major center for agricultural industries. Wheat and grains were the area's largest crop in the nineteenth century and spurred the construction of grain warehousing facilities and flour mills in the area, including the Sperry Flour Company. By the early twentieth century, fruit orchards, nuts, vegetables, potatoes, and other crops were also grown on the farms around the city.[15] Surrounded by this abundance of agricultural wealth, the city's economy developed around businesses that processed, cultivated, and transported agricultural goods. Several of Stockton's most prominent businesses, including Matteson & Williamson and Holt Brothers Manufacturing Company, made names for themselves as the manufacturers of agricultural tools and equipment that increased the productivity of the area's farms.

Stockton's location along a variety of important transportation corridors—including the Stockton Channel, with its deep water shipping access, and the Central Pacific Railroad—contributed to Stockton's industrial development and emergence as a regional transportation hub.[16] Shipyards, iron foundries, warehouses, and factories were established along the channel and its tributaries.[17]

Burgeoning with economic activity and a growing population, Stockton experienced a building boom from the 1880s until the 1930s, during which the majority of buildings in the city's downtown and nearby residential areas were constructed. In the late nineteenth century, many of the city's downtown commercial buildings were constructed of locally produced red brick, inspiring one of the Stockton's nicknames, "The Brick City."[18] Five high rises were constructed between 1910 and 1917 alone.[19] Two- and three-story masonry residential hotels were also constructed during this period in order to provide affordable, temporary housing for the large population of migrant laborers who worked on the surrounding farms. These residential hotels, many of which had commercial retail spaces on the first floor and exhibited Classical architectural detailing, became a common building type in downtown Stockton as a result.[20] The downtown area was also home to the largest Chinatown in California, as many Chinese families relocated from San Francisco after the 1906 earthquake.[21]

[7] Idem.
[8] Idem.
[9] Idem.
[10] Architectural Resources Group, 7.
[11] Architectural Resources Group, 7.
[12] Ibid., 6.
[13] Ibid., 7-8.
[14] Daniel Kasser, *Downtown Stockton* (San Francisco: Arcadia Publishing, 2005), 15.
[15] Architectural Resources Group, 13-14.
[16] Ibid., 17.
[17] "A Historical Study of Stockton, California," Visit Stockton, accessed June 19, 2019, https://www.visitstockton.org/about-us/stockton-history/.
[18] Architectural Resources Group, 12.
[19] Ibid., 16.
[20] Ibid., 9.
[21] Ibid., 8.

Other immigrant groups, in addition to the Chinese, made up a large portion of Stockton's population. After the passage of the Chinese Exclusion Act in 1882, Filipino, Japanese, and Sikh immigrants gradually replaced the Chinese as the main labor force in the city's packing houses, farms, and domestic industries. By the 1920s, Filipino men and women made up the majority of Stockton's agricultural labor force, giving the city the nickname, the "Manila of California."[22] From the late nineteenth century to the 1920s, Italians also arrived in Stockton in large numbers, during a wave of migration that took place after the unification of Italy around 1861.[23]

Construction during the late nineteenth and early twentieth centuries also included civic and institutional establishments. A San Joaquin County Courthouse was completed on a public square a short distance from the channel in 1854 and was replaced in 1890. In 1924, the University of the Pacific relocated from San Jose to Stockton, bringing one of the city's most influential and long-standing establishments to the city.[24]
Infrastructural improvements further enhanced Stockton's continuing development. Electric trolleys began service in the last decades of the nineteenth century. As the automobile became increasingly popular and affordable at the start of the twentieth century, an auto row developed at El Dorado Street and Miner Avenue.[25] In 1911, a new diverting channel was completed to address issues with frequent flooding.[26]

Stockton's varied economy, based on the agricultural industry and other industries centered around the shipping channel, helped soften the impact of the Great Depression. Starting in 1927, work to expand and deepen Stockton Channel provided employment for hundreds of workers. The new Port of Stockton opened in 1933 as the largest inland port in California at the time. Opportunities for work in the region's surrounding farms, meanwhile, attracted families from the Midwest and large populations of immigrant workers to the area.

*World War II to the Present*
The outbreak of World War II and the resulting demand for war-related goods stimulated Stockton's local industries. Shipbuilding, based at the city's many shipyards, became the largest source of employment, while the opening of an Army Air Force base at Old Stockton Field and the Stockton Naval Supply depot created new job opportunities. The war also created an agricultural labor shortage. Mexican workers, sponsored by the federal Bracero Program, filled the void and became part of the city's rich multicultural makeup.[27]

The postwar period reshaped the city. Stockton struggled to maintain its status as a major shipping center because the Stockton Channel was not large or deep enough to accommodate the increasing size of shipping vessels. In response, the local economy began to shift toward warehousing and the production of farming machinery and commercial boats. The completion of new residential neighborhoods, shopping malls, and of the Crosstown and Interstate 5 freeways, as well as the migration of affluent residents outside of the city center, diverted economic and commercial activity away from Stockton's historic downtown core. By the 1950s, the area was considered blighted. In the 1960s, the area became the target of urban renewal efforts, which resulted in the demolition of all but three buildings on nine square blocks of downtown. Longstanding residents, many of whom were of Chinese or Filipino descent, were displaced during the redevelopment.[28]

In the 1980s, Stockton's downtown began to experience a resurgence of development. Activity around the canal refocused around recreation-related uses and building projects. Boats plied its waters, and restaurants, a shopping mall, and housing developments were constructed along the waterfront.[29]

In the 2010s, agriculture remains important to the city's economy. Asparagus, cherries, tomatoes, walnuts, and almonds have replaced wheat and grain as the area's major crops. In spite of the changes that have taken place over time, Stockton continues to be characterized by its agricultural industry, the Stockton Channel, its history of brick buildings downtown, and a diverse, multi-cultural population.[30]

The Queen Anne Style: Free Classic Subtype
The Queen Anne style was a popular architectural style among the elite during the Victorian era of the late nineteenth century. First

[22] Architectural Resource Group, 9-10, 21.
[23] Pacific Italian Alliance and Ralph A. Clark, *Italians of San Joaquin County* (Charleston, SC: Arcadia Publishing, 2014), 7.
[24] "A Historical Study of Stockton, California."
[25] Ibid., 8-9
[26] "A Historical Study of Stockton, California."
[27] Ibid., 10.
[28] Ibid., 11.
[29] Ibid., 11.
[30] "History: A Look Into Stockton's Past."

used in England, this style referred back to the reign of Queen Anne (1702-1714) when craftsmanship and simplicity of construction were emphasized in the architectural vernacular.[31] One of the main innovators and architects of this style was Richard Norman Shaw, who popularized the Queen Anne style in England with his half-timbered designs that borrowed from late Medieval buildings from the Elizabethan and Jacobean periods. American architects introduced this style into the mainstream during the late 1870s and soon added subtypes of the style with spindlework and classical architectural elements. By the 1880s, the Queen Anne style had become the leading architectural style for the Victorian elite and upper to middle classes.

The Queen Anne style is characterized by its variety of features and combination of ornamentation. Typical features of the Queen Anne style include steeply pitched roofs, irregular rooflines, gable projections, cutaway bay windows, asymmetrical compositions, and swag and garland appliqués.[32] The result of this fusion of ornamentation and composition was a highly textured and varied residence, which achieved the elegance and grace desired by the people of this era. Commonly, other architectural styles, such as Eastlake and Stick, were combined with the Queen Anne style to produce asymmetrical and varied compositions.

Approximately 35 percent of Queen Anne houses are considered to be a subtype of the style called Free Classic. The style became common after 1890, with a peak from 1900 until 1910, and shares some features with early Colonial Revival houses, which became the dominant architectural style in the years afterward. The Free Classic subtype is characterized by its use of classical columns that are typically grouped together in units of two or three. Other classical features – such as cornice-line dentils, swags, garlands, or Palladian windows – are also common.[33]

Owner and Occupant History

The sequence of owners and occupants of the subject property, developed from records maintained at the San Joaquin Recorder-County Clerk's offices, historic city directories, census records, and historical newspaper articles is summarized in Table 2. Brief biographies of long-term or notable owners and occupants follow the table.

**Table 2. Owners and Occupants of 435-437 S. San Joaquin Street, Stockton**

| Year(s) | Owner[34] | Occupant[35] |
|---|---|---|
| ca. 1900-1949 | Bee Hoult | 435 S. San Joaquin Street<br>1910 – Frank H. Bileski, dry goods merchant<br>1915 – William R. Holmes, bartender<br>1920 – Harry A. Smith, mechanic<br>1930-1940 – Bee Hoult<br>1945 - Lee C. Preston, shoe repairer<br>437 S. San Joaquin Street<br>1910 – Emma R. Small<br>1915-1920 – Thomas A. King, cigars<br>1925 – Vacant<br>1930 – Valerie Brown<br>1935-1940 – Emma R. Small<br>1945 - Joseph Smith, driver |
| 1949 | Bee Hoult Estate<br>c/o Bob Stevenson | |
| 1949-1960 | Ila H. Stevenson | 435 S. San Joaquin Street<br>1950 – Clyde H. Dunsing, engineer NSD<br>1955-1960 - Thomas Iriarte, welder<br>437 S. San Joaquin Street<br>1950 – Joseph Smith, driver<br>1955 - Julia J. George, saleswoman for Smith & Lang<br>1960 – Mary Leyva |
| 1960-1972 | S.L. Fong<br>Lum Bow Yum Fong | 435 S. San Joaquin Street<br>1965 - Vacant<br>1970-1975 – Abdul S. Ahmad, retired<br>435a S. San Joaquin Street |

[31] Lester Walker, *American Shelter* (New York: The Overlook Press, Inc., 1997), 152.
[32] Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2014), 345-347.
[33] Idem.
[34] Information from San Joaquin County Recorder-County Clerk.
[35] Information from United States Census and city directories, Ancestry.com. Directory listings do not include occupations for all residents.

| Year(s) | Owner[34] | Occupant[35] |
|---|---|---|
| | | 1965 – Vacant<br>437 S. San Joaquin Street<br>1965 – Vacant<br>1970 – Janet Hood |
| 1972-1977 | Elizabeth Fong Wills<br>John Fong | 435 S. San Joaquin Street<br>1970-1975 – Abdul S. Ahmad, retired<br>435b S. San Joaquin Street<br>1975 – Leopoldo Laue, farm worker<br>437 S. San Joaquin Street<br>1975 – Alla and Dee Stewart, retired |
| 1977-1985 | Elizabeth Fong Wills<br>John Fong<br>Christopher James Robertson Wills<br>Elizabeth Mei Sit Fong Wills | 435 S. San Joaquin Street<br>1980 – Abdott Ahmed<br>1985 – Jenny Davis, retired<br>437 S. San Joaquin Street<br>1980 – Fletcher and Sylvia Turner<br>1985 – James Turner, retired |
| 1985-1989 | Robert W. Hong<br>Mee Yoke Hong<br>Haye B. Chan<br>Conde T. Chan<br>Bak F. Hong<br>Judith Hong<br>Michael Attanasio<br>Noreen E. Chan | 435 S. San Joaquin Street<br>1986 – Jenny Davis, retired<br>437 S. San Joaquin Street<br>1986 – James Turner, retired |
| 1989-2003 | Gospel Center | 435-437 S. San Joaquin Street<br>1989-2003 - Gospel Center (Annex) |
| 2003-2019 | Gospel Center Rescue Mission, Inc. | 435-437 S. San Joaquin Street<br>2003-2019 - Gospel Center Rescue Mission, Inc. |

*The Hoult Family, Owners and Occupants, ca. 1900-1949*

As previously mentioned, the subject building appears to have been originally owned and constructed for Bee Hoult and her family around 1904, after a fire destroyed earlier buildings on the lot. Born Bee Delia O'Brien in Ireland around 1861, Bee immigrated to the United States in 1883. In 1887, she married David James Hoult, a foreman of Houser & Haines Manufacturing Co.[36] The couple had one child, a son named Urban.[37] The family lived together at the adjacent house on the lot at 431 S. San Joaquin Street in 1910 through at least 1915.[38] As an adult, Urban worked for the firm of Radcliffe & Hoult, publishers of the *Mercury Sun* newspaper in Merced. He died of pneumonia in 1924 at the age of 35. David died just four years later at the age of 65.[39] Bee continued to own the subject property after their deaths and moved to the subject building at 435 S. San Joaquin Street until her own death sometime around 1949, after which the property passed to her niece, Ila H. Stevenson. Research did not uncover any additional information about the life or contributions of Bee, David, or Urban Hoult. City directories do not list Stevenson as a resident of the subject property.

*Gospel Center Rescue Mission, Inc., Owner, 1989-2019*

Gospel Center Rescue Mission (GCRM) is a faith-based non-profit that serves the homeless and addicted of San Joaquin County. The non-profit was founded in 1940 in Ripon, California out of a concern for the post-Depression era homeless population. Over time, GCRM added programs to provide food, shelter, clothing, addiction treatment, and medical care to the homeless.[40] Today, the agency serves over 1,000 men, women, and children at its Stockton campus each day and offers eight programs, including the only Homeless Recuperative Care Program and non-profit payee service in San Joaquin County.[41]

**Significance Evaluation: National Register of Historic Places and California Register of Historical Resources**

The subject property at 435-437 S. San Joaquin Street is not currently listed in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). The building is included in the California Historical

[36] San Joaquin County Clerk-Recorder
[37] 1900 United States Federal Census, Ancestry.com.
[38] 1910 United States Federal Census, Ancestry.com; Stockton City Directory, 1915.
[39] California, County Birth and Death Records, 1800-1994, FamilySearch.org.
[40] "Our Mission," Gospel Center Rescue Mission, accessed October 21, 2019, http://www.gcrms.org/About-Us/Mission-History.
[41] "Wayne G. Richardson," Gospel Center Rescue Mission, accessed October 21, 2019, http://www.gcrms.org/About-Us.

Resources Information System (CHRIS) as of 2012 with the status code, "5S2," indicating that the property has been identified as an "Individual property that is eligible for local listing or designation."

In order for a property to be eligible for listing in the National Register, it must be found significant under one or more of the following criteria:

*Criterion A (Event)*: Properties associated with events that have made a significant contribution to the broad patterns of our history.

*Criterion B (Person)*: Properties associated with the lives of persons significant in our past.

*Criterion C (Design/Construction)*: Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction.

*Criterion D (Information Potential)*: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria:

*Criterion 1 (Events)*: Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California.

*Criterion 2 (Persons)*: Resources that are associated with the lives of persons important to California history.

*Criterion 3 (Architecture)*: Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

*Criterion 4 (Information Potential)*: Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of California.

The following section examines the eligibility of the building at 435-437 S. San Joaquin Street for *individual* listing in the National Register or California Register.

*Criterion A/1 (Events)*
The subject property does not appear to be eligible for individual listing under Criterion A/1 for association with events that have made a significant contribution to the broad patterns of local, state, or national history. The multi-family house was constructed around 1904, more than fifty years after Stockton was incorporated in 1850, and, thus, it is not significant for being one of the first or earliest residential buildings constructed in the city. Rather, it was constructed at a time when Stockton was experiencing a building boom that lasted from the 1880s until the 1930s. This building boom, however, is most closely associated with commercial and institutional development in Stockton's urban core and the city's emergence as a transportation hub and center for agricultural industries. Although residential development occurred during the same period, the subject building is not an exceptional example of a residential building constructed during the period and does not appear to have had an impact on the development of the surrounding area. Therefore, the building is not considered to be a notable representative of Stockton's development in the early twentieth century and does not appear to rise to the level of significance necessary to be individually eligible for listing on the California Register or National Register under Criterion A/1.

*Criterion B/2 (Persons)*
The subject property does not appear eligible for individual listing under Criterion B/2 for association with the lives of persons important to local, state, or national history. Bee Delia Hoult owned the property from at least 1900 until 1949, and the subject building appears to have been constructed for Hoult and her family around 1904 after a fire in 1902 destroyed earlier buildings on the site. Hoult appears to have lived in the subject building after the deaths of her husband and son from approximately 1920 until her death around 1949. Research did not reveal information about Bee Hoult's occupation or shed any further light on the activities or contributions of the Hoult family to Stockton or the surrounding area. From 1960 to 1985, the building was owned by a number of individuals that appear to have been associated with the Fong family. City directories do not list these owners as residents of the building or of Stockton, and research did not uncover the occupations or activities of these individuals necessary to evaluate their contributions to history. As a multi-family residence, a large number of people have lived at the subject building over time. Throughout its history, residents appear to have primarily been working class individuals employed in a number of industries.

Through the 1960s, city directories list a blacksmith, welder, mechanic, bartender, dry goods merchant, driver, shoe repairer, and saleswoman as residents of the house. Starting in the 1970s, residents were primarily farm workers and retired individuals. Research did not indicate that any of these individuals gained notable importance within their professions. Therefore, none of the owners or occupants that were identified during research for this report appear to have made significant contributions to local, state, or national history in a manner that rises to the level of significance necessary to merit designation under Criterion 2.

*Criterion C/3 (Architecture)*
The subject property does appear eligible under Criterion C/3 as a resource that embodies the distinctive characteristics of a multi-family house built in the Queen Anne style. More specifically, the house is an example of the Free Classic subtype of Queen Anne style houses. The building was originally constructed around 1904, during the peak period of popularity of Free Classic Queen Anne houses in the United States; however, a scan of the area surrounding the subject building suggests that this style was relatively uncommon in Stockton or that few examples survive in the city today. The subject building exhibits many of the defining characteristics of the style, including a dominant front-gabled roof and full-width front porch, that are representative of the broader Queen Anne style, as well as the use of Tuscan columns as porch supports and cornice-line carved wood modillions and dentils that are indicative of the Free Classic subtype. The building also has surviving original window trim and doors with decorative carved dentils. The subject property, therefore, appears to be significant under Criterion C/3.

The property's period of significance under Criterion C/3 is 1904, when the building was originally constructed.

*Criterion D/4 (Information Potential)*
The subject property does not appear to be individually eligible under Criterion D/4 as a building that has the potential to provide information important to the prehistory or history of the City of Fremont, state, or nation. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull's evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

**Evaluation (Integrity)**
In order to qualify for listing in any local, state, or national historic register, a property or landscape must possess significance under at least one evaluative criterion as described above and retain integrity. Integrity is defined by the California Office of Historic Preservation as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance," or more simply defined by the National Park Service as "the ability of a property to convey its significance."[42] Established integrity standards are outlined by the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. Seven variables, or aspects, that define integrity are used to evaluate a resource's integrity: location, setting, design, materials, workmanship, feeling, and association. A property must retain integrity under most or all of these aspects in order to retain overall integrity. If a property does not retain integrity, it can no longer convey its significance and is therefore not eligible for listing in local, state, or national registers.

1. *Location* is the place where the historic property was constructed.
2. *Design* is the combination of elements that create the form, plans, space, structure and style of the property.
3. *Setting* addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).
4. *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
5. *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history.
6. *Feeling* is the property's expression of the aesthetic or historic sense of a particular period of time.
7. *Association* is the direct link between an important historic event or person and a historic property.

435-437 S. San Joaquin Street retains all seven of the aspects of integrity. The building has not been moved since its construction and, thus, retains integrity of location. Although the surrounding area has changed over time, a number of single- and multi-family houses and commercial buildings also dating to the late nineteenth and early twentieth centuries remain at their original locations directly next to or across from the subject property on S. San Joaquin Boulevard. As a result, the subject property retains its integrity of setting. Although the second-story balcony has been altered and brick veneer cladding has been added to the front façade and alterations to windows on the side and rear facades are evident, the building's essential exterior features and materials that convey its significance as a multi-family house constructed in the Free Classic subtype of the Queen Anne style – including prominent front gable with cornice line modillions and dentils, full-width front porch, Tuscan column porch supports, original wood

[42] California Office of Historic Preservation, *Technical Assistance Series No. 7: How to Nominate a Resource to the California Register of Historical Resources* (Sacramento: California Office of State Publishing, 4 September 2001), 11; U.S. Department of the Interior, National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: National Park Service, 1995), 44.

windows and doors, and wood lap siding – remain intact. Integrity of design, materials, workmanship, feeling, and association have also been retained.

Based on this analysis, 435-437 S. San Joaquin Street retains sufficient integrity to convey its significance under Criterion 3/C and, therefore qualifies for listing on the National and California Registers.

**Character-Defining Features**
For a property to be eligible for national, state, or local designation, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. To be eligible, a property must clearly contain enough of those characteristics, and these features must also retain a sufficient degree of integrity. Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials. The character-defining features of 435-437 S. San Joaquin Street include:

- Projecting front-facing gabled roof
- Cornice with wood modillions and dentils
- Full-width front porch with Tuscan column supports mounted on solid wood railing
- Wood lap siding
- Wood panel doors and sash windows with molded wood trim, some with decorative carved dentils
- Entries to multiple units at front and rear façades

**Significance Evaluation: City of Stockton Landmark, Historic Site, or Structure of Merit**
The subject building is not included in the Downtown Stockton Historic Resources Survey (2000) and is not located within a local historic district or zoning overlay or listed as a City of Stockton Landmark, Historic Site, or Structure of Merit. It is therefore not currently listed locally as a historic resource.

*Landmarks*
According to the Stockton Municipal Code Section 16.220.070, "In considering an artifact, natural feature, or structure for designation as a Landmark, the Board shall apply any or all of the following criteria:

1. **Archaeological Interest.** Its potential for yielding significant information of archaeological interest;
2. **Architectural Craftsmanship**. Its embodiment of elements demonstrating outstanding attention to architectural and/or engineering craftsmanship, design, detail, or materials;
3. **Architectural Style.** Its exemplification of a particular architectural style or way of life important to the City, the State, or the Nation;
4. **Architectural Type.** Its exemplification of the best remaining architectural type in the City;
5. **Historic Event.** Its location as a site of a significant historic event;
6. **Heritage.** Its character, interest, or value as a significant part of the heritage of the City, the State, or the Nation;
7. **Visual Feature.** Its unique location or singular physical characteristic representing an established and familiar visual feature of the City;
8. **Relationship to Another Landmark.** Its relationship to any other landmark, if its preservation is essential to the integrity of that landmark;
9. **Significant Person.** Its identification with a person(s) who significantly contributed to the culture and development of the City, the State, or the Nation;
10. **Work of a Significant Person.** Its identification as the creation, design, or work of a person(s) whose effort has significantly influenced the heritage of the City, the State, or the Nation; or
11. **Natural Environment.** Its integrity as a natural environment that strongly contributes to the well-being of the people of the City, the State, or the Nation."[43]

*Historic Sites & Structures of Merit*
Historic Sites and Structures of Merit are designated by the same criteria. According to the Stockton Municipal Code Sections 16.220.090 and 16.220.100, the criteria for designating Historic Sites and Structures of Merit are the following:

1. **Archaeological Interest.** Its potential for yielding significant information of archaeological interest;
2. **Heritage**. Its character, interest, or value as a significant part of the heritage of the City, the State, or the Nation;
3. **Visual Feature of the City**. Its unique location or singular physical characteristic representing an established and familiar visual feature of the City;
4. **Way of Life.** Its exemplification of a particular way of life important to the City, the State, or the Nation;

[43] Stockton Municipal Code: 16.220.070, "Landmarks," accessed July 9, 2019, https://qcode.us/codes/stockton/view.php?topic=16-7-16_220-16_220_070&frames=on.

5. **Historic Event.** Its location as a site of a significant historic event regardless of its current configuration, development, or use;
6. **Significant Person**. Its identification with a person(s) who significantly contributed to the culture and development of the City, the State, or the Nation; or
7. **Significant Person of a Specific National Origin.** Its identification with a person(s) representative of a specific national origin who have contributed to the culture and development of the City, the State, or the Nation."[44]

As evidenced in the previous evaluation, 435-437 S. San Joaquin Street appears to be significant at the local level under Criterion C/3 of the National Register and California Register and possesses sufficient integrity to be eligible for listing. The City of Stockton's criteria for the designation of Landmarks, Historic Sites, and Structures of Merit correspond approximately with those of the National Register and California Register; however, they do not appear to include an integrity requirement. In particular, criteria 2, 3, and 4 above for listing as a City of Stockton Landmark appear to correspond with Criterion C/3 of the National Register and California Register. Thus, the above evaluation for National Register and California Register Criteria C/3 can be extended to local designation under the corresponding criteria for listing as a City of Stockton Landmark, and the property appears to merit local designation as a City Landmark.

**Conclusion**
435-437 S. San Joaquin Street does appear to be eligible for individual listing in the National Register under Criterion C, the California Register under Criterion 3, and as a City of Stockton Landmark under Criteria 2, 3, and 4. The subject building was constructed in 1904 and embodies the distinctive characteristics that are representative of a multi-family house that was built in the Free Classic Queen Anne style. As such, the California Historical Resource Status Codes (CHRSC) of "3S," "3CS," and "5S2" have been assigned to the property, meaning that it has been found eligible for the National Register and California Register as an individual property through survey evaluation.[45]

[44] Stockton Municipal Code: 16.220.090, "Historic sites," accessed July 9, 2019, https://qcode.us/codes/stockton/view.php?topic=16-7-16_220-16_220_090&frames=on; Stockton Municipal Code: 16.220.100, "Structures of merit," accessed July 9, 2019, https://qcode.us/codes/stockton/view.php?topic=16-7-16_220-16_220_100&frames=on.
[45] California State Office of Historic Preservation Department of Parks and Recreation, *Technical Assistance Bulletin #8: User's Guide to the California Historical Resource Status Codes & Historical Resource Inventory Directory,* Sacramento, November 2004.

***B12. References:**

**Publications**

Architectural Resources Group. *Stockton Downtown Draft Historic Resources Survey, Volume I*. 2000.

Architectural Resources Group. *Stockton Downtown Draft Historic Resources Survey, Volume II*. 2000.

California Office of Historic Preservation. *Technical Assistance Series No. 7: How to Nominate a Resource to the California Register of Historical Resources,* Sacramento: California Department of Parks and Recreation, 2001.
———. *Technical Assistance Bulletin #8: User's Guide to the California Historical Resource Status Codes & Historical Resource Inventory Directory*. Sacramento: California Department of Parks and Recreation, 2004.

Gilbert, Lori. "Our Diversity: Native Americans First to Call Stockton home." *The Record*. November 29, 2014. Accessed June 17, 2019, https://www.recordnet.com/article/20141129/ENTERTAINMENTLIFE/141129569.

"History: A Look into Stockton's Past." Accessed June 19, 2019, http://www.stocktongov.com/discover/history/hist.html.

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McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2014.

Wood, R. Coke. "The Rise of Stockton." *San Joaquin Historian* IX., no. 1 (January-March 1973). San Joaquin County Historical Society.

**Repositories (specific documents cited in footnotes)**

*Ancestry.com.*

Cesar Chavez Public Library, Stockton, California.

City of Stockton Permit Center, Stockton, CA.

David Rumsey Historic Map Collection.

*Newspapers.com.*

San Joaquin County Assessor's Office, Stockton, CA.

San Joaquin County Historical Society & Museum, Lodi, CA.

San Joaquin County Recorder/Clerk's Office, Stockton, CA.

San Joaquin County Public Library Obituary Index, 1850-1991, FamilySearch.org.

UC Santa Barbara Library, Aerial Photograph Collection.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
# PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code 3S, 3CS, 5S
Other Listings_____
Review Code_____ Reviewer_____ Date_____



**Resource name(s) or number** (assigned by recorder) 429-431 S. San Joaquin Street

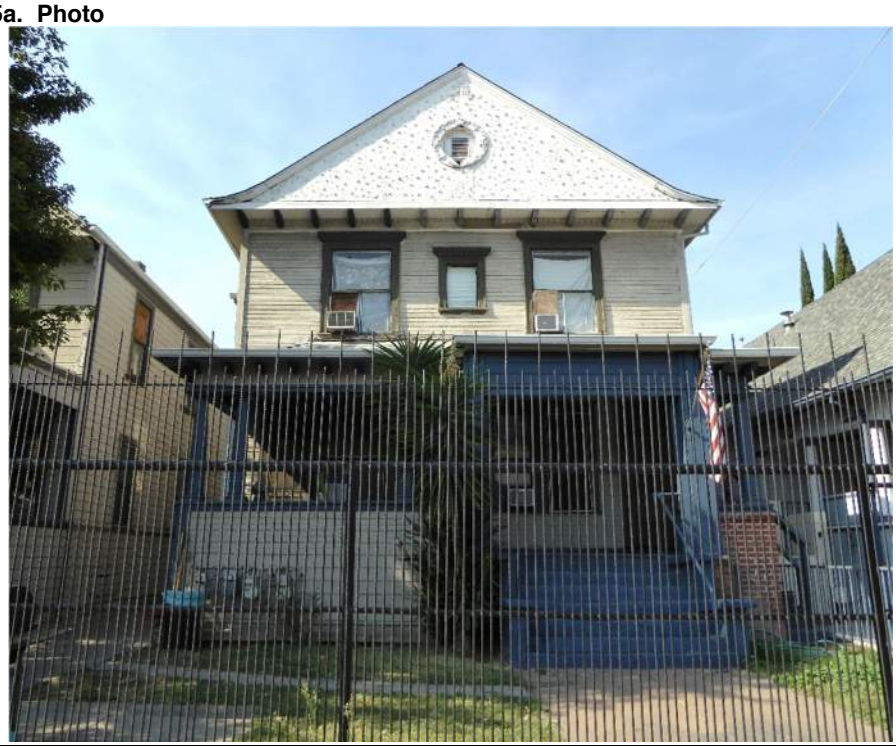
**P1. Another Identifier:** Wills House
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Joaquin
***b. USGS 7.5' Quad** Stockton West, CA **Date** 2018
***c. Address** 429-431 S. San Joaquin Street **City** Stockton **Zip** 95203
***e. Other Locational Data:** San Joaquin County Assessor's Parcel Number 149-066-070

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
429-431 S. San Joaquin Street is a two-story, wood-frame multiple-family residence that was built around 1904 in a mixture of Queen Anne and Colonial Revival styles. It is located on a 9,150-square-foot lot on the west side of S. San Joaquin Street between E. Sonora Street and E. Church Street. The building is on the same parcel as 435-437 S. San Joaquin Street, a second multiple-family residence that was built at the same time in a similar architectural style. The building has a roughly rectangular footprint and a moderately pitched front-gabled roof with flared overhanging eaves and composition shingle cladding. The building is clad with wood lap siding and has a concrete foundation. Typical windows consist of wood sash windows with molded wood trim.

***P3b. Resource Attributes:** (list attributes and codes) HP3. Multiple family property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

**P5a. Photo**



**P5b. Photo:** (view and date)
Primary (northeast) façade, view southwest, October 11, 2019.

***P6. Date Constructed/Age and Sources:** ☒historic
ca. 1904, historic newspaper articles, city directories, Sanborn Map Co. fire insurance maps

***P7. Owner and Address:**
Gospel Center Rescue Mission, Inc.
445 S. San Joaquin St.
Stockton, CA 95203

***P8. Recorded by:**
Page & Turnbull, Inc.
2401 C Street, Ste. B
Sacramento, CA 95816

***P9. Date Recorded:**
October 11, 2019

***P10. Survey Type:**
Intensive

***P11. Report Citation:** None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (list)


**Figure 1. Aerial photograph of 429-431 S. San Joaquin Street. Subject parcel outlined orange. Source: Google Earth 2019, edited by Page & Turnbull.**

*Northeast Façade*

The primary, northeast façade features a prominent front-facing gable with flared, broadly overhanging eaves that are decorated with alternating carved wood modillions and dentils (**Figure 2**). The gable end has a rectangular metal air vent with a circular wood surround carved in a wreath-like design and is clad with stucco, possibly decorated to imitate swallows' nests. A full-width porch projects from the first story of the building and displays a shallow hipped roof with overhanging eaves that are decorated with wood modillions and dentils to match those of the roof above. The roof has been altered and is cut out above the entry to the porch. The roof of the porch, itself, is supported by paired wood Tuscan columns that are mounted on top of solid wood railings clad with wood lap siding to match the building's exterior cladding, except at the far north end, where the railing has been covered with brick veneer cladding. A set of poured concrete steps with a metal handrail leads up to the porch at the north end of the façade (**Figure 3**). The porch entrance is framed by a wood lap fascia and vertical wood support beams. Fenestration on the first story consists of, from left to right, a wood panel door with an integrated lite, set behind a wood screen door that is grouped together with two wood sash windows; a set of paired wood sash windows; and a second wood panel door and screen door at the far north end. On the second story, two wood sash windows frame a smaller, fixed wood frame window. The wood trim of these windows is more elaborate than those of the first story and has a projecting lintel decorated with dentils. Windows on both the first and second stories have been altered to accommodate air conditioning units.

*Southeast Façade*

The southeast façade, from left to right, consists of the southeast walls and wood supports of a recessed rear porch at the southwest corner of the building followed by a number of windows in the main portion of the building. The walls immediately above the porch opening are clad with narrow vertical wood siding and wood lap siding that matches the rest of the building above (**Figure 4**). At the main portion of the building, a molded wood drip course visually separates the crawl space from the first floor. The walls above the drip course contain a number of windows of varying sizes and configurations (**Figure 5**). From left to right, windows on the first floor consist of one small wood sash window followed by a taller wood sash window, a set of paired wood sash windows, and two additional single wood sash windows. On the second floor, a small aluminum slider window with flat wood trim is followed by a larger rectangular window with decorative wood trim that has been replaced with an aluminum slider (**Figure 6**). To the right, a set of paired wood sash windows and a single wood sash window flank a canted, cutaway bay window. The bay is capped by a small, gabled roof with flared eaves like those of the northeast façade. Pipes, conduits, and electrical fixtures have

been attached to the walls in various locations. Cylindrical metal chimneys, metal equipment, and a small brick chimney are visible on the roof above.

*Southwest Facade*
The rear (southwest) façade features a projecting rectangular bay that contains a recessed first-story porch at its southwest corner (**Figure 7**). The roof over the bay has wide projecting eaves with exposed rafter tails. A wood staircase with flat wood handrails and wood beam supports offers access to the porch before continuing along the façade to a second entry in the second story. As at the southeast façade, the walls above the porch opening are clad with narrow vertical wood siding, with wood lap siding above to match the exterior cladding of the rest of the building. To the left, a small wood access door offers access to the crawl space. Windows on the façade consist of three aluminum sliders with flat wood trim, two of which are located at the north end of the façade and the third of which is centered in the rectangular bay. Siding next to this window has recently been replaced with new wood lap siding.

*Northwest Façade*
Like the southeast façade, the northwest façade has a molded wood drip course that divides the crawl space from the first floor (**Figure 8**). The façade also features two additional entries. At the east end, a wood staircase with flat wood handrails and wood beam supports lead to a door at an intermediate level between the first and second stories, possibly at an interior stair landing (**Figure 9**). A transom and window above this door, as well as a larger rectangular opening to the left, have been infilled. The second entry, located in a small cut out at the west end of the façade, consists of a wood panel door with integrated glazing. This door is accessed via a small uncovered porch, also with flat wood handrails and supports. A small access door has been cut into the wood siding to the right, and several areas of the adjacent walls have been replaced with new wood alternative siding. The majority of windows on this façade consist of replacement aluminum slider windows with flat wood trim, some of which appear to have replaced larger, original window openings.


**Figure 2. Northeast facade, view northwest.**


**Figure 3. Porch entry at northeast façade, view southwest.**


**Figure 4. South end of southeast façade with portion of recessed rear porch, view northwest.**


**Figure 5. Southeast façade, view west.**

**Figure 6. Aluminum slider windows, chimney, and ventilation pipes on roof above the southeast façade, view northeast.**

**Figure 7. Southwest façade, view northeast.**

**Figure 8. Northwest façade, view east.**

**Figure 9. East section of northwest façade, view east.**

Site Features

As previously mentioned, the subject building is one of two multiple family residences on the parcel. The second, addressed as 435-437 S. San Joaquin Street, appears to have been constructed at the same time as the subject building and is located directly to the southeast (**Figure 10**). The narrow space between the two buildings has been paved with concrete (**Figure 11**). Landscaping in front of the building consists of a small front yard with a lawn and small concrete patio that is enclosed by a tall metal fence along the front and northwest property lines (**Figure 12**). A concrete walkway extends from the sidewalk to the building's front entrance, and a narrow strip of brick pavers lead to a second concrete walkway that separates the subject building from the adjacent building on the lot. The rear portion of the lot is also paved with concrete, except for a small space immediately to the rear of the building, in which trees have been planted. An outdoor seating area with wood picnic tables and a wood lattice covering is located at the southwest corner of the lot. The rest of the rear portion of the lot is used as a driveway and parking lot for the complex (**Figure 13**).

**Figure 10. The subject property (left) and 435-437 S. San Joaquin Street, view northeast.**

**Figure 11. Concrete walkway between the subject property and 435-437 S. San Joaquin Street, view west.**

**Figure 12. Front yard, view south.**

**Figure 13. Paved area at the rear of the building, view northeast.**

Surrounding Site Context

429-431 S. San Joaquin Street is located on the block bounded by S. San Joaquin Street to the northeast, E. Church Street to the southeast, S. Hunter Street to the southwest, and E. Sonora Street to the northwest in the heart of the original street grid of Stockton and one-and-one-half blocks south of the California State Route 4 highway. The surrounding area is characterized primarily by a mix of two- to three-story residential buildings and a few brick commercial buildings that appear to have been built around the turn of the twentieth century. 435-437 S. San Joaquin Street was constructed in a similar architectural style around 1904 (**Figure 14**). The Gleason House, located directly to the northwest of the subject property at 423 S. San Joaquin Street, is a Queen Anne style house constructed in 1895 (**Figure 15**). 420 S. San Joaquin Street, directly across from the subject property, is a two-story, Queen Anne style house built in 1905 (**Figure 16**). Next door, 430 S. San Joaquin is a two-story vernacular style foursquare that was built in 1900 (**Figure 17**).

**Figure 14. 435-437 S. San Joaquin Street, built 1904.**

**Figure 15. The Gleason House at 423 S. San Joaquin Street, built 1895.**

**Figure 16. 420 S. San Joaquin Street, built 1905.**

**Figure 17. 430 S. San Joaquin Street, built 1900.**

# BUILDING, STRUCTURE, AND OBJECT RECORD


***NRHP Status Code** 3S, 3CS, 5S2
***Resource Name or #** 429-431 S. San Joaquin Street

B1. Historic name: Wills House
B2. Common name: 429-431 S. San Joaquin Street
B3. Original Use: Multiple Family Residence
B4. Present use: Multiple Family Residence
***B5. Architectural Style:** Queen Anne/Colonial Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The parcel on which 429-431 S. San Joaquin Street is located was owned by Bee Hoult by 1900. Two earlier wood frame buildings that were present on the site at the time burned down in a fire that spread from the Agricultural Pavilion building, located two blocks north on Lafeyette Street between S. Hunter, and destroyed nearly six city blocks in September 1902.[1] The 1904 Stockton city directory records that Hoult's husband, David, was living at 431 S. San Joaquin Street, indicating that the subject building had been completed by this time to replace the buildings that had been destroyed by the fire.[2] It is likely that Bee was living there at the time, as well, as she is listed as residing at the same address with her husband and son in the 1910 federal census.[3] The 1917 fire insurance map by the Sanborn Map Company shows the building as a two-story wood frame building that consisted of two flats over a basement (**Figure 18**). It had a one-story porch that spanned the front façade, a canted bay on the southeast façade, and an agglomeration of one- and two-story porches at the rear. The second-story rear porch appears to have been accessed by a long exterior staircase. A few subsequent alterations are apparent in the 1950 Sanborn map (**Figure 19**). By this time, the building had been subdivided into four flats, and an additional one-story porch had been added at the south end of the northwest façade. The configuration of the porches and stairs at the rear façade also appear to have been altered. These changes are not clearly visible in aerial photographs from the 1930s and 1970s; however, they indicate that the overall footprint of the building has remained relatively unchanged over time (**Figure 20** and **Figure 21**). (See Continuation Sheet, page 8)

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown Date:** N/A **Original Location:** N/A
***B8. Related Features:** _ B9a. Architect: Unknown b. Builder: Unknown

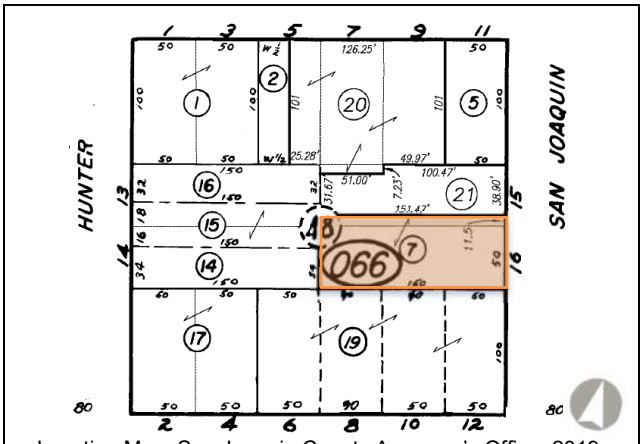
***B10. Significance: Theme** Residential Architecture **Area** Stockton, California
**Period of Significance** 1904 **Property Type** Multiple-Family Residential **Applicable Criteria** C/3

City of Stockton
*Native American through Early American Period:*
Numerous Native American groups called the Central Valley home for thousands of years before the arrival of European and American settlers. The Stockton area was settled by the Yatchicumne, a group of the Northern Valley Yokuts people whose villages were established across a vast expanse of California from the confluence of the Sacramento and San Joaquin rivers as far as the Tehachapi Mountains, 250 miles to the south. At least two Yatchicumne villages were located in the Stockton area, including one called Pasasimas, situated on a mound near the Stockton Channel in present-day Downtown Stockton. (See Continuation Sheet, page 9)

**B11. Additional Resource Attributes**: (List attributes and codes)

***B12. References:** See Footnotes and Continuation Sheet, page 18
**B13. Remarks:** None
***B14. Evaluator:** Clare Flynn, Page & Turnbull, Inc.
***Date of Evaluation:** November 4, 2019

(This space reserved for official comments.)



Location Map: San Joaquin County Assessor's Office, 2019. Subject parcel shaded orange. Edited by Page & Turnbull.

[1] "Conflagration in the Heart of Stockton Leaves Record of Death and Injury, and Devastation of Wide Area," *The San Francisco Call*, September 30, 1902.
[2] Stockton, California, City Directory, 1904.
[3] 1910 United States Federal Census, Ancestry.com.

***B6. Construction History: (continued)**

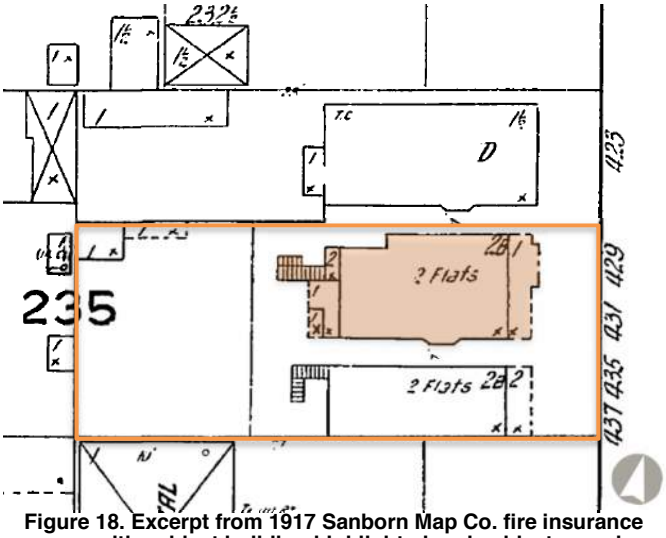



**Figure 18. Excerpt from 1917 Sanborn Map Co. fire insurance map with subject building highlighted and subject parcel outlined in orange. Source: Sacramento Public Library. Edited by Page & Turnbull.**

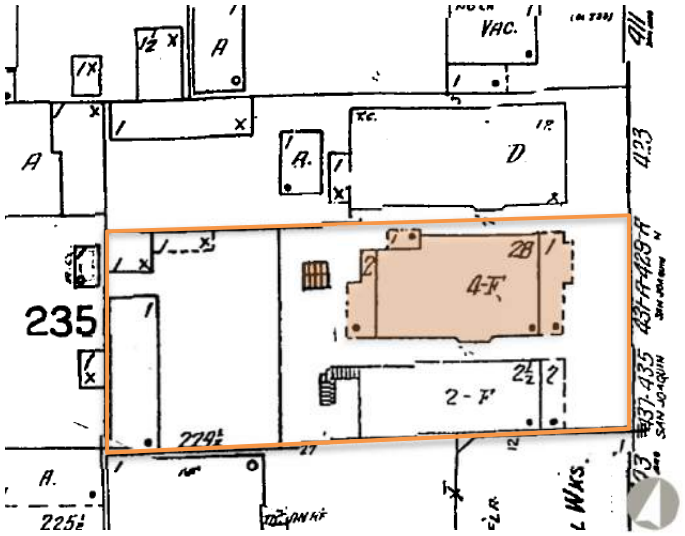



**Figure 19. Excerpt from 1950 Sanborn Map Co. fire insurance map with subject building highlighted and subject parcel outlined in orange. Source: Sacramento. Edited by Page & Turnbull.**

**Figure 20. 1930 aerial photograph, approximate subject location outlined in orange. Source: Fairchild Aerial Surveys, Flight C-975A, Frame Z-252, collection of UC Santa Barbara Library. Edited by Page & Turnbull.**

**Figure 21. 1970 aerial photograph, approximate subject location outlined in orange. Source: Cartwright Aerial Surveys, Flight CAS-2874, Frame 102, collection of UC Santa Barbara Library. Edited by Page & Turnbull.**

**Figure 22. The northwest facade in April 2012. Source: Google Street View, 2012.**

Google Street View images show that the front porch entry had a different configuration and was in a deteriorated condition in 2012 (**Figure 22**). This does not appear to have been the original porch entry and was replaced with the existing configuration sometime between 2012 and 2015.[4] Building permits on file at the City of Stockton Permit Center document repairs to the building's foundation, electrical work, and repairs from fire damage. Additional alterations that are not documented in permits include the addition of a porch and stairs on the northwest façade; window replacements, additions, and removals; alterations to the front and rear porches; and re-roofing.

**Table 1. Permits on File at the City of Fremont Community Development Department**

| Permit Number | Date | Applicant | Description |
|---|---|---|---|
| 31995 | 12/5/1949 | Ila Stevenson | Foundation for apartment house |
| 25820 | 4/16/1962 | S.L. Fong | Repair apartment foundation underpinning |
| 66399 | 1/12/1987 | Robert Hong | Electrical |
| 04783 | 10/05/1998 | Gospel Center | Repair sheetrock and one plug from fire damage |

***B10. Significance: (continued)**

Local rivers and streams provided an abundant source of food for the native population and also attracted European and American fur trappers to the area, who began exploring the area in the early nineteenth century in search of beaver and otter pelts.[5] These early explorers included Jedediah Strong Smith, who established a base camp to the southeast of present-day Stockton in 1827, and Alex McCleod, a fur trapper from the Hudson's Bay Company, whose camp near McCleod Lake gave the lake its name.[6] While the fur trappers reaped the benefits of the region's rich natural resources, they also brought diseases with them that led to the decimation of much of the local Native American population.[7]

The presence of French-Canadian fur trappers provided the inspiration for the name of the Mexican land grant that encompassed the present-day site of Stockton and its immediate vicinity during the Mexican period, after Mexico achieved independence from Spain in 1821. Rancho Campo de los Franceses, as the grant was known, was filled with numerous waterways, grassy hills, and oak trees. It was this landscape that German immigrant Captain Charles Maria Weber, founder of the city of Stockton, experienced

[4] Google Street View, April 2012, accessed October 25, 2019, Google.com.
[5] City of Stockton, "History: A Look into Stockton's Past," accessed June 19, 2019, http://www.stocktongov.com/discover/history/hist.html; Lori Gilbert, "Our Diversity: Native Americans first to call Stockton home," *The Record*, November 29, 2014, accessed June 17, 2019, https://www.recordnet.com/article/20141129/ENTERTAINMENTLIFE/141129569.
[6] R. Coke Wood, "The Rise of Stockton," *San Joaquin Historian* IX, no. 1 (January-March 1973), San Joaquin County Historical Society, 2.
[7] Architectural Resources Group, Stockton Downtown Draft Historic Resources Survey, 2000, 6.

when he traveled through the area on his way to San Jose in 1842.[8] Recognizing the area's potential, Weber and his business partner, Guillermo (William) Gulnac, acquired roughly 55 square kilometers of Rancho Campo de los Franceses on the east side of the San Joaquin River from the Mexican governor in 1843. Weber eventually bought Gulnac out of the land and built his first structures on the site in 1847.[9] The first survey of the settlement, initially known as Tuleberg, was completed by Jasper O'Farrell the same year.[10]

*Formation of Stockton*

Like many cities in Northern California, Stockton grew from a small, rural outpost into a booming city as a result of the Gold Rush. When gold was discovered at Coloma in 1848, one year after Weber established the settlement of Tuleberg, he initially joined the fervor and spent months mining in the goldfields. He soon realized, however, that he had a better chance of making his fortune by selling goods and supplies to the floods of miners who were traveling into the area.[11] Advantageously located at the head of the Stockton Channel, a tributary of the San Joaquin River, Weber's settlement emerged as the gateway to and major supply center for California's southern mining areas as ships traveling from San Francisco brought streams of miners to the area (Error! Reference source not found.).[12]

As the settlement's population grew, so did urban development. In 1849, Major R. P. Hammond completed a second survey that laid out the first street grid between Weber Avenue, Center Street, Main Street, and Commerce Street.[13] In 1850, the same year the California achieved statehood, the settlement was officially incorporated as a city and renamed Stockton, after Commodore Robert F. Stockton, the American Navy officer who drove the last Mexican forces out of California in 1848.[14] Over the next five years, the city's population swelled from 1,000 to roughly 7,000. By the 1890s, it had exploded to approximately 23,000 residents.[15]

The streets between El Dorado Avenue, Main Street, Commerce Street, and Levee (now Weber) Avenue formed the core of the city's commercial area in the nineteenth century. The first residential districts, meanwhile, developed to the southwest and north. Floods were common in the winter months due to the city's location near miles of waterways that made up the Sacramento-San Joaquin River Delta.[16]

After the Gold Rush ended in the mid-1850s, the Central Valley's rich soil and temperate climate contributed to the development of Stockton into a major center for agricultural industries. Wheat and grains were the area's largest crop in the nineteenth century and spurred the construction of grain warehousing facilities and flour mills in the area, including the Sperry Flour Company. By the early twentieth century, fruit orchards, nuts, vegetables, potatoes, and other crops were also grown on the farms around the city.[17] Surrounded by this abundance of agricultural wealth, the city's economy developed around businesses that processed, cultivated, and transported agricultural goods. Several of Stockton's most prominent businesses, including Matteson & Williamson and Holt Brothers Manufacturing Company, made names for themselves as the manufacturers of agricultural tools and equipment that increased the productivity of the area's farms.

Stockton's location along a variety of important transportation corridors—including the Stockton Channel, with its deep water shipping access, and the Central Pacific Railroad—contributed to Stockton's industrial development and emergence as a regional transportation hub.[18] Shipyards, iron foundries, warehouses, and factories were established along the channel and its tributaries.[19]

Burgeoning with economic activity and a growing population, Stockton experienced a building boom from the 1880s until the 1930s, during which the majority of buildings in the city's downtown and nearby residential areas were constructed. In the late nineteenth century, many of the city's downtown commercial buildings were constructed of locally produced red brick, inspiring one of the Stockton's nicknames, "The Brick City."[20] Five high rises were constructed between 1910 and 1917 alone.[21] Two- and three-story masonry residential hotels were also constructed during this period in order to provide affordable, temporary housing for the large population of migrant laborers who worked on the surrounding farms. These residential hotels, many of which had

[8] Wood, 2.
[9] Idem.
[10] Idem.
[11] Idem.
[12] Architectural Resources Group, 7.
[13] Architectural Resources Group, 7.
[14] Ibid., 6.
[15] Ibid., 7-8.
[16] Daniel Kasser, *Downtown Stockton* (San Francisco: Arcadia Publishing, 2005), 15.
[17] Architectural Resources Group, 13-14.
[18] Ibid., 17.
[19] "A Historical Study of Stockton, California," Visit Stockton, accessed June 19, 2019, https://www.visitstockton.org/about-us/stockton-history/.
[20] Architectural Resources Group, 12.
[21] Ibid., 16.

commercial retail spaces on the first floor and exhibited Classical architectural detailing, became a common building type in downtown Stockton as a result.[22] The downtown area was also home to the largest Chinatown in California, as many Chinese families relocated from San Francisco after the 1906 earthquake.[23]

Other immigrant groups, in addition to the Chinese, made up a large portion of Stockton's population. After the passage of the Chinese Exclusion Act in 1882, Filipino, Japanese, and Sikh immigrants gradually replaced the Chinese as the main labor force in the city's packing houses, farms, and domestic industries. By the 1920s, Filipino men and women made up the majority of Stockton's agricultural labor force, giving the city the nickname, the "Manila of California."[24] From the late nineteenth century to the 1920s, Italians also arrived in Stockton in large numbers, during a wave of migration that took place after the unification of Italy around 1861.[25]

Construction during the late nineteenth and early twentieth centuries also included civic and institutional establishments. A San Joaquin County Courthouse was completed on a public square a short distance from the channel in 1854 and was replaced in 1890. In 1924, the University of the Pacific relocated from San Jose to Stockton, bringing one of the city's most influential and long-standing establishments to the city.[26]
Infrastructural improvements further enhanced Stockton's continuing development. Electric trolleys began service in the last decades of the nineteenth century. As the automobile became increasingly popular and affordable at the start of the twentieth century, an auto row developed at El Dorado Street and Miner Avenue.[27] In 1911, a new diverting channel was completed to address issues with frequent flooding.[28]

Stockton's varied economy, based on the agricultural industry and other industries centered around the shipping channel, helped soften the impact of the Great Depression. Starting in 1927, work to expand and deepen Stockton Channel provided employment for hundreds of workers. The new Port of Stockton opened in 1933 as the largest inland port in California at the time. Opportunities for work in the region's surrounding farms, meanwhile, attracted families from the Midwest and large populations of immigrant workers to the area.

*World War II to the Present*
The outbreak of World War II and the resulting demand for war-related goods stimulated Stockton's local industries. Shipbuilding, based at the city's many shipyards, became the largest source of employment, while the opening of an Army Air Force base at Old Stockton Field and the Stockton Naval Supply depot created new job opportunities. The war also created an agricultural labor shortage. Mexican workers, sponsored by the federal Bracero Program, filled the void and became part of the city's rich multicultural makeup.[29]

The postwar period reshaped the city. Stockton struggled to maintain its status as a major shipping center because the Stockton Channel was not large or deep enough to accommodate the increasing size of shipping vessels. In response, the local economy began to shift toward warehousing and the production of farming machinery and commercial boats. The completion of new residential neighborhoods, shopping malls, and of the Crosstown and Interstate 5 freeways, as well as the migration of affluent residents outside of the city center, diverted economic and commercial activity away from Stockton's historic downtown core. By the 1950s, the area was considered blighted. In the 1960s, the area became the target of urban renewal efforts, which resulted in the demolition of all but three buildings on nine square blocks of downtown. Longstanding residents, many of whom were of Chinese or Filipino descent, were displaced during the redevelopment.[30]

In the 1980s, Stockton's downtown began to experience a resurgence of development. Activity around the canal refocused around recreation-related uses and building projects. Boats plied its waters, and restaurants, a shopping mall, and housing developments were constructed along the waterfront.[31]

In the 2010s, agriculture remains important to the city's economy. Asparagus, cherries, tomatoes, walnuts, and almonds have replaced wheat and grain as the area's major crops. In spite of the changes that have taken place over time, Stockton continues to

[22] Ibid., 9.
[23] Ibid., 8.
[24] Architectural Resource Group, 9-10, 21.
[25] Pacific Italian Alliance and Ralph A. Clark, *Italians of San Joaquin County* (Charleston, SC: Arcadia Publishing, 2014), 7.
[26] "A Historical Study of Stockton, California."
[27] Ibid., 8-9
[28] "A Historical Study of Stockton, California."
[29] Ibid., 10.
[30] Ibid., 11.
[31] Ibid., 11.

be characterized by its agricultural industry, the Stockton Channel, its history of brick buildings downtown, and a diverse, multi-cultural population.[32]

The Queen Anne Style: Free Classic Subtype

The Queen Anne style was a popular architectural style among the elite during the Victorian era of the late nineteenth century. First used in England, this style referred back to the reign of Queen Anne (1702-1714) when craftsmanship and simplicity of construction were emphasized in the architectural vernacular.[33] One of the main innovators and architects of this style was Richard Norman Shaw, who popularized the Queen Anne style in England with his half-timbered designs that borrowed from late Medieval buildings from the Elizabethan and Jacobean periods. American architects introduced this style into the mainstream during the late 1870s and soon added subtypes of the style with spindlework and classical architectural elements. By the 1880s, the Queen Anne style had become the leading architectural style for the Victorian elite and upper to middle classes.

The Queen Anne style is characterized by its variety of features and combination of ornamentation. Typical features of the Queen Anne style include steeply pitched roofs, irregular rooflines, gable projections, cutaway bay windows, asymmetrical compositions, and swag and garland appliqués.[34] The result of this fusion of ornamentation and composition was a highly textured and varied residence, which achieved the elegance and grace desired by the people of this era. Commonly, other architectural styles, such as Eastlake and Stick, were combined with the Queen Anne style to produce asymmetrical and varied compositions.

Approximately 35 percent of Queen Anne houses are considered to be a subtype of the style called Free Classic. The style became common after 1890, with a peak from 1900 until 1910, and shares some features with early Colonial Revival houses, which became the dominant architectural style in the years afterward. The Free Classic subtype is characterized by its use of classical columns that are typically grouped together in units of two or three. Other classical features – such as cornice-line dentils, swags, garlands, or Palladian windows – are also common.[35]

Owner and Occupant History

The sequence of owners and occupants of the subject property, developed from records maintained at the San Joaquin Recorder-County Clerk's offices, historic city directories, census records, and historical newspaper articles is summarized in Table 2. Brief biographies of long-term or notable owners and occupants follow the table.

**Table 2. Owners and Occupants of 429-431 S. San Joaquin Street, Stockton**

| Year(s) | Owner[36] | Occupant[37] |
|---|---|---|
| ca. 1900-1949 | Bee Hoult | 429 S. San Joaquin Street<br>1910-1915 - Llewella Hicklin<br>1920 - Geo Kosta. restaurant manager<br>1920 - John Stimbogiani, waiter<br>1925 - Charles Pefferling, salesman<br>1930 - Ada Partrick, widow<br>1935 - H.A. Pile, blacksmith helper<br>1940 - Vacant<br>1945 – Henry L. Olechea<br>429a S. San Joaquin Street<br>1920 - Fermin Alustiza, sheepman<br>1925 - J.A. Bennett<br>1945 - Mrs. W.E. Warren<br>431 S. San Joaquin Street<br>1908-1915 – David J. and Bee Hoult, foreman of Houser & Haines Manufacturing Co.<br>1925 - W.A. Morrow, assembler<br>1935 – Vacant<br>1940 – James Ramos, cook<br>1945 - Thomas Iriarte, machinist |
| 1949 | Bee Hoult Estate | |

[32] "History: A Look Into Stockton's Past."
[33] Lester Walker, *American Shelter* (New York: The Overlook Press, Inc., 1997), 152.
[34] Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2014), 345-347.
[35] Idem.
[36] Information from San Joaquin County Recorder-County Clerk.
[37] Information from United States Census and city directories, Ancestry.com. Directory listings do not include occupations for all residents.

| Year(s) | Owner[36] | Occupant[37] |
|---|---|---|
| | c/o Bob Stevenson | |
| 1949-1960 | Ila H. Stevenson | 429 S. San Joaquin Street<br>1950 - Vernon E. Gresham, salesman<br>1955-1960 - Ila H. Stevenson, widow<br>429a S. San Joaquin Street<br>1950 – Agnes Sanchez, clerk<br>1955 - Peter Laperena, laborer<br>1960 – Jessie Villasenor, cannery worker<br>431 S. San Joaquin Street<br>1950 – Thomas Iriarte, welder<br>1960 - Lupe Carranza, cook<br>431a S. San Joaquin Street<br>1950 – Rufino Echandi, employee AAWCo; Grace Echandi, bookkeeper; and Joseph Echandi<br>1960 - Carmen D. Quirarte |
| 1960-1972 | S.L. Fong<br>Lum Bow Yum Fong | 429 S. San Joaquin Street<br>1965 – Vacant<br>1970 – Seopoldo Gutierrez, farm worker<br>429a S. San Joaquin Street<br>1965 – Leonidez Galeviz<br>1970 – Quong Wee Lee<br>431 S. San Joaquin Street<br>1965 – Olivas Suant, farm worker<br>1970 – Jenny M. Huante<br>431a S. San Joaquin Street<br>1965-1970 – Paul Tearo, retired |
| 1972-1977 | Elizabeth Fong Wills<br>John Fong | 429 S. San Joaquin Street<br>1975 – Olivias Huante<br>429a S. San Joaquin Street<br>1975 – Dina Aguilar, retired<br>431 S. San Joaquin Street<br>1975 – Lepoldo Gutierras<br>431a S. San Joaquin Street<br>1975 – Gregory Hernandez, retired |
| 1977-1985 | Elizabeth Fong Wills<br>John Fong<br>Christopher James Robertson Wills<br>Elizabeth Mei Sit Fong Wills | 429 S. San Joaquin Street<br>1980 – Jenny Huante, retired<br>1985 - Vacant<br>429a S. San Joaquin Street<br>1980 – Javier Olivos<br>1985 – Phoeng Soeung<br>431 S. San Joaquin Street<br>1980-1985 – Louie and Marie Godoy<br>431a S. San Joaquin Street<br>1980-1985 – Gregory Hernandez, retired |
| 1985-1989 | Robert W. Hong<br>Mee Yoke Hong<br>Haye B. Chan<br>Conde T. Chan<br>Bak F. Hong<br>Judith Hong<br>Michael Attanasio<br>Noreen E. Chan | 429a S. San Joaquin Street<br>1986 –Phoeung Soeung<br>429b S. San Joaquin Street<br>1986 – Thont Hong<br>431a S. San Joaquin Street<br>1986 – Saren Sao<br>431b S. San Joaquin Street<br>1986 – Saol Pol, student |
| 1989-2003 | Gospel Center | 429-431 S. San Joaquin Street<br>1989-2003 – Gospel Center (Annex) |
| 2003-2019 | Gospel Center Rescue Mission, Inc. | 429-431 S. San Joaquin Street<br>2003-2019 – Gospel Center Rescue Mission, Inc. |

*The Hoult Family, Owners and Occupants, ca. 1900-1949*

As previously mentioned, the subject building appears to have been originally owned and constructed for Bee Hoult and her family around 1904, after a fire destroyed earlier buildings on the lot. Born Bee Delia O'Brien in Ireland around 1861, Bee immigrated to the United States in 1883. In 1887, she married David James Hoult, a foreman of Houser & Haines Manufacturing Co.[38] The couple had one child, a son named Urban.[39] The family lived together at 431 S. San Joaquin Street in 1910 through at least 1915.[40] As an adult, Urban worked for the firm of Radcliffe & Hoult, publishers of the *Mercury Sun* newspaper in Merced. He died of pneumonia in 1924 at the age of 35. David died just four years later at the age of 65.[41] Bee continued to own the subject property after their deaths and moved to the neighboring house at 435 S. San Joaquin Street until her own death sometime around 1949, after which the property passed to her niece, Ila H. Stevenson. Research did not uncover any additional information about the life or contributions of Bee, David, or Urban Hoult. City directories do not list Stevenson as a resident of the subject property.

*Gospel Center Rescue Mission, Inc., Owner, 1989-2019*
Gospel Center Rescue Mission (GCRM) is a faith-based non-profit that serves the homeless and addicted of San Joaquin County. The non-profit was founded in 1940 in Ripon, California out of a concern for the post-Depression era homeless population. Over time, GCRM added programs to provide food, shelter, clothing, addiction treatment, and medical care to the homeless.[42] Today, the agency serves over 1,000 men, women, and children at its Stockton campus each day and offers eight programs, including the only Homeless Recuperative Care Program and non-profit payee service in San Joaquin County.[43]

**Significance Evaluation: National Register of Historic Places and California Register of Historical Resources**
The subject property at 429-431 S. San Joaquin Street is not currently listed in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). The building is included in the California Historical Resources Information System (CHRIS) as of 2012 with the status code, "5S2," indicating that the property has been identified as an "Individual property that is eligible for local listing or designation."

In order for a property to be eligible for listing in the National Register, it must be found significant under one or more of the following criteria:

*Criterion A (Event)*: Properties associated with events that have made a significant contribution to the broad patterns of our history.

*Criterion B (Person)*: Properties associated with the lives of persons significant in our past.

*Criterion C (Design/Construction)*: Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction.

*Criterion D (Information Potential)*: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria:

*Criterion 1 (Events)*: Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California.

*Criterion 2 (Persons)*: Resources that are associated with the lives of persons important to California history.

*Criterion 3 (Architecture)*: Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

*Criterion 4 (Information Potential)*: Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of California.

The following section examines the eligibility of the building at 429-431 S. San Joaquin Street for *individual* listing in the National

[38] San Joaquin County Clerk-Recorder
[39] 1900 United States Federal Census, Ancestry.com.
[40] 1910 United States Federal Census, Ancestry.com; Stockton City Directory, 1915.
[41] California, County Birth and Death Records, 1800-1994, FamilySearch.org.
[42] "Our Mission," Gospel Center Rescue Mission, accessed October 21, 2019, http://www.gcrms.org/About-Us/Mission-History.
[43] "Wayne G. Richardson," Gospel Center Rescue Mission, accessed October 21, 2019, http://www.gcrms.org/About-Us.

Register or California Register.

*Criterion A/1 (Events)*
The subject property does not appear to be eligible for individual listing under Criterion A/1 for association with events that have made a significant contribution to the broad patterns of local, state, or national history. The multi-family house was constructed around 1904, more than fifty years after Stockton was incorporated in 1850, and, thus, it is not significant for being one of the first or earliest residential buildings constructed in the city. Rather, it was constructed at a time when Stockton was experiencing a building boom that lasted from the 1880s until the 1930s. This building boom, however, is most closely associated with commercial and institutional development in Stockton's urban core and the city's emergence as a transportation hub and center for agricultural industries. Although residential development occurred during the same period, the subject building is not an exceptional example of a residential building constructed during the period and does not appear to have had an impact on the development of the surrounding area. Therefore, the building is not considered to be a notable representative of Stockton's development in the early twentieth century and does not appear to rise to the level of significance necessary to be individually eligible for listing on the California Register or National Register under Criterion A/1.

*Criterion B/2 (Persons)*
The subject property does not appear eligible for individual listing under Criterion B/2 for association with the lives of persons important to local, state, or national history. Bee Delia Hoult owned the property from at least 1900 until 1949, and the subject building appears to have been constructed for Hoult and her family around 1904 after a fire in 1902 destroyed earlier buildings on the site. Hoult appears to have lived in the subject building with her husband, David, and son, Urban, from roughly the time of its construction until around 1915. David worked as a foreman for Houser & Haines Manufacturing Co., while Urban worked for the firm that published the *Mercury Sun* newspaper in Merced. Research did not reveal information about Bee Hoult's occupation or shed any further light on the activities or contributions of the Hoult family to Stockton or the surrounding area. From 1960 to 1985, the building was owned by a number of individuals that appear to have been associated with the Fong family. City directories do not list these owners as residents of the building or of Stockton, and research did not uncover the occupations or activities of these individuals necessary to evaluate their contributions to history. As a multi-family residence, a large number of people have lived at the subject building over time. Throughout its history, residents appear to have primarily been working class individuals employed in a number of industries. In the first half of the twentieth century, city directories list restaurant workers, blacksmiths, machinists, and agricultural workers as residents of the house. From the 1940s to the 1960s, clerks, salesmen, cannery workers, and laborers from other industries resided there. Starting in the 1960s, residents were primarily farm workers and retired individuals. Research did not indicate that any of these individuals gained notable importance within their professions. Therefore, none of the owners or occupants that were identified during research for this report appear to have made significant contributions to local, state, or national history in a manner that rises to the level of significance necessary to merit designation under Criterion 2.

*Criterion C/3 (Architecture)*
The subject property does appear eligible under Criterion C/3 as a resource that embodies the distinctive characteristics of a multi-family house built in the Queen Anne style. More specifically, the house is a representative example of the Free Classic subtype of Queen Anne style houses. The building was originally constructed around 1904, during the peak period of popularity of Free Classic Queen Anne houses in the United States; however, a scan of the area surrounding the subject building suggests that this style was relatively uncommon in Stockton or that few examples survive in the city today. The subject building exhibits many of the defining characteristics of the style, including a dominant front-gabled roof; one-story, full-width front porch; a side bay window; and asymmetrical composition, that are representative of the broader Queen Anne style, as well as the use of paired Tuscan columns as porch supports and cornice-line carved wood modillions and dentils that are indicative of the Free Classic subtype. The building also has some additional notable design features, including flared overhanging eaves and surviving original window trim and doors with decorative carved dentils. The subject property, therefore, appears to be significant under Criterion C/3.

The property's period of significance under Criterion C/3 is 1904, when the building was originally constructed.

*Criterion D/4 (Information Potential)*
The subject property does not appear to be individually eligible under Criterion D/4 as a building that has the potential to provide information important to the prehistory or history of the City of Fremont, state, or nation. It does not appear to feature construction or material types, or embody engineering practices that would, with additional study, provide important information. Page & Turnbull's evaluation of this property was limited to age-eligible resources above ground and did not involve survey or evaluation of the subject property for the purposes of archaeological information.

**Evaluation (Integrity)**
In order to qualify for listing in any local, state, or national historic register, a property or landscape must possess significance under at least one evaluative criterion as described above and retain integrity. Integrity is defined by the California Office of Historic Preservation as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance," or more simply defined by the National Park Service as "the ability of a property to

convey its significance."[44] Established integrity standards are outlined by the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. Seven variables, or aspects, that define integrity are used to evaluate a resource's integrity: location, setting, design, materials, workmanship, feeling, and association. A property must retain integrity under most or all of these aspects in order to retain overall integrity. If a property does not retain integrity, it can no longer convey its significance and is therefore not eligible for listing in local, state, or national registers.

1. *Location* is the place where the historic property was constructed.
2. *Design* is the combination of elements that create the form, plans, space, structure and style of the property.
3. *Setting* addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).
4. *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
5. *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history.
6. *Feeling* is the property's expression of the aesthetic or historic sense of a particular period of time.
7. *Association* is the direct link between an important historic event or person and a historic property.

429-431 S. San Joaquin Street retains all seven of the aspects of integrity. The building has not been moved since its construction and, thus, retains integrity of location. Although the surrounding area has changed over time, a number of single- and multi-family houses and commercial buildings also dating to the late nineteenth and early twentieth centuries remain at their original locations directly next to or across from the subject property on S. San Joaquin Boulevard. As a result, the subject property retains its integrity of setting. Although some exterior alterations to the front porch, gable end, and rear and side windows are evident, the building's essential exterior features and materials that convey its significance as a multi-family house constructed in the Free Classic subtype of the Queen Anne style – including prominent front gable, wide flared eaves with cornice line modillions and dentils, full-width front porch, paired Tuscan column porch supports, original wood windows and doors, and wood lap siding – remain intact. Integrity of design, materials, workmanship, feeling, and association have also been retained.

Based on this analysis, 429-432 S. San Joaquin Street retains sufficient integrity to convey its significance under Criterion 3/C and therefore qualifies for listing on the National and California Registers.

**Character-Defining Features**

For a property to be eligible for national, state, or local designation, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. To be eligible, a property must clearly contain enough of those characteristics, and these features must also retain a sufficient degree of integrity. Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials. The character-defining features of 429-431 S. San Joaquin Street include:

- Prominent front-facing gabled roof with wide, flared eaves
- Cornice with wood modillions and dentils
- One-story full-width front porch with paired Tuscan column supports mounted on solid wood railing
- Side cutaway bay window with gabled roof with flared eaves
- Wood lap siding
- Wood panel doors and sash windows with molded wood trim, some with decorative carved dentils
- Entries to multiple units at front and rear façades

**Significance Evaluation: City of Stockton Landmark, Historic Site, or Structure of Merit**

The subject building is not included in the Downtown Stockton Historic Resources Survey (2000) and is not located within a local historic district or zoning overlay or listed as a City of Stockton Landmark, Historic Site, or Structure of Merit. It is therefore not currently listed locally as a historic resource.

*Landmarks*

According to the Stockton Municipal Code Section 16.220.070, "In considering an artifact, natural feature, or structure for designation as a Landmark, the Board shall apply any or all of the following criteria:

1. **Archaeological Interest.** Its potential for yielding significant information of archaeological interest;
2. **Architectural Craftsmanship**. Its embodiment of elements demonstrating outstanding attention to architectural and/or engineering craftsmanship, design, detail, or materials;

[44] California Office of Historic Preservation, *Technical Assistance Series No. 7: How to Nominate a Resource to the California Register of Historical Resources* (Sacramento: California Office of State Publishing, 4 September 2001), 11; U.S. Department of the Interior, National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: National Park Service, 1995), 44.

3. **Architectural Style.** Its exemplification of a particular architectural style or way of life important to the City, the State, or the Nation;
4. **Architectural Type.** Its exemplification of the best remaining architectural type in the City;
5. **Historic Event.** Its location as a site of a significant historic event;
6. **Heritage.** Its character, interest, or value as a significant part of the heritage of the City, the State, or the Nation;
7. **Visual Feature.** Its unique location or singular physical characteristic representing an established and familiar visual feature of the City;
8. **Relationship to Another Landmark.** Its relationship to any other landmark, if its preservation is essential to the integrity of that landmark;
9. **Significant Person.** Its identification with a person(s) who significantly contributed to the culture and development of the City, the State, or the Nation;
10. **Work of a Significant Person.** Its identification as the creation, design, or work of a person(s) whose effort has significantly influenced the heritage of the City, the State, or the Nation; or
11. **Natural Environment.** Its integrity as a natural environment that strongly contributes to the well-being of the people of the City, the State, or the Nation."[45]

*Historic Sites & Structures of Merit*
Historic Sites and Structures of Merit are designated by the same criteria. According to the Stockton Municipal Code Sections 16.220.090 and 16.220.100, the criteria for designating Historic Sites and Structures of Merit are the following:

1. **Archaeological Interest.** Its potential for yielding significant information of archaeological interest;
2. **Heritage**. Its character, interest, or value as a significant part of the heritage of the City, the State, or the Nation;
3. **Visual Feature of the City**. Its unique location or singular physical characteristic representing an established and familiar visual feature of the City;
4. **Way of Life.** Its exemplification of a particular way of life important to the City, the State, or the Nation;
5. **Historic Event.** Its location as a site of a significant historic event regardless of its current configuration, development, or use;
6. **Significant Person**. Its identification with a person(s) who significantly contributed to the culture and development of the City, the State, or the Nation; or
7. **Significant Person of a Specific National Origin.** Its identification with a person(s) representative of a specific national origin who have contributed to the culture and development of the City, the State, or the Nation."[46]

As evidenced in the previous evaluation, 429-431 S. San Joaquin Street appears to be significant at the local level under Criterion C/3 of the National Register and California Register and possesses sufficient integrity to be eligible for listing. The City of Stockton's criteria for the designation of Landmarks, Historic Sites, and Structures of Merit correspond approximately with those of the National Register and California Register; however, they do not appear to include an integrity requirement. In particular, criteria 2, 3, and 4 above for listing as a City of Stockton Landmark appear to correspond with Criterion C/3 of the National Register and California Register. Thus, the above evaluation for National Register and California Register Criteria C/3 can be extended to local designation under the corresponding criteria for listing as a City of Stockton Landmark, and the property appears to merit local designation as a City Landmark.

**Conclusion**
429-431 S. San Joaquin Street does appear to be eligible for individual listing in the National Register under Criterion C, the California Register under Criterion 3, and as City of Stockton Landmark under Criteria 2, 3, and 4. The subject building was constructed in 1904 and embodies the distinctive characteristics that are representative of a multi-family house that was built in the Free Classic subtype of the Queen Anne style. As such, the California Historical Resource Status Codes (CHRSC) of "3S," "3CS," and "5S2" have been assigned to the property, meaning that it has been found eligible for the National Register and California Register as an individual property through survey evaluation.[47]

[45] Stockton Municipal Code: 16.220.070, "Landmarks," accessed July 9, 2019, https://qcode.us/codes/stockton/view.php?topic=16-7-16_220-16_220_070&frames=on.
[46] Stockton Municipal Code: 16.220.090, "Historic sites," accessed July 9, 2019, https://qcode.us/codes/stockton/view.php?topic=16-7-16_220-16_220_090&frames=on; Stockton Municipal Code: 16.220.100, "Structures of merit," accessed July 9, 2019, https://qcode.us/codes/stockton/view.php?topic=16-7-16_220-16_220_100&frames=on.
[47] California State Office of Historic Preservation Department of Parks and Recreation, *Technical Assistance Bulletin #8: User's Guide to the California Historical Resource Status Codes & Historical Resource Inventory Directory,* Sacramento, November 2004.

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UC Santa Barbara Library, Aerial Photograph Collection.

# APPENDIX D
# HISTORIC AMERICAN BUILDINGS SURVEY REPORT

HABS CA-xxx

429-431 and 435-437 S. San Joaquin Street
Stockton, San Joaquin County,
California

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
U.S. Department of the Interior
909 1st Ave
Seattle, WA 98104

**HISTORIC AMERICAN BUILDINGS SURVEY**

**429-431 and 435-437 S. San Joaquin Street**

**HABS NO CA-xxxx**

**Location:** 429-431 and 435-437 S. San Joaquin Street, Stockton, San Joaquin County, California, USGS 7.5' Stockton West Quadrangle, 2018

**Coordinates:** The following coordinates were obtained on May 20, 2021, using Google Earth (WGS84). There is no restriction on its release to the public.

The coordinates are from each corner of Assessor's Parcel Number 149-066-070, containing the two multi-unit houses.

NW corner: Lat: 37°56'55.32"; Long: 121°17'11.29"
NE corner: Lat: 37°56'55.54"; Long: 121°17'10.14"
SW corner: Lat: 37°56'54.72"; Long: 121°17'11.09"
SE corner: Lat: 37°56'54.92"; Long: 121°17'10.00"

**Present Owner**: City of Stocton

**Present Occupant:** The Gospel Center Rescue Mission, Inc.

**Present Use:** Homeless housing

**Significance:** The two multi-family buildings located at 429-431 and 435-437 S. San Joaquin Street in Stockton embody the distinctive characteristics of two architectural styles, including Queen Anne and Colonial Revival, often referred to as Queen Anne Free Classic, which is a subtype of the Queen Anne style that uses classical elements from the Colonial architectural design. Both buildings have a period of significance of 1904.

The Queen Anne style (also known as Queen Anne Revival) is associated with the Victorian era that flourished between 1870 and 1910 during the reign of Queen Anne in England. Introduced in the 1860s by English architect Richard Norman Shaw, Queen Anne architecture resembled Victorian architecture but was much less formal. The Queen Anne style evolved from the early English designs to distinctly American, with numerous and sometimes regional variations. While the Queen Anne style can embody various forms, there are certain key elements of the Queen Anne style that are reflective of an opulent lifestyle. These key elements include steeply pitched complex roofs, slate or patterned wood shingles (referred to as fish scales), faux half-timbering, brightly painted exterior facades with contrasting trim, large brick or stone chimneys, front-facing towers, turrets and gables, second-story balconies, wrap-around porches, bay windows, stained-glass windows, tall double-hung windows accented with art glass or decorative

patterns, spindle railings, and ornamental trim, which are considered character-defining features of this style.

The Colonial Revival style refers to a rebirth of interest in the early English and Dutch colonial houses of the Atlantic Seaboard, re-introduced to America at the Philadelphia Exposition of 1876, which marked the centennial of the signing of the Declaration of Independence. Many of the buildings designed for the Exposition were based on historically significant colonial designs. At about the same time, several national organizations publicized a series of articles on eighteenth-century American architecture, which appeared in the American Architect and Harpers magazines. The renewed interest in colonial architecture fueled by the centennial and the exposure of the Colonial Revival style received in national publications helped make it popular throughout the country from the 1880s to the 1940s. Character-defining features of the Colonial Revival style include symmetrical façades, fanlights, and sidelights around the main door, double-hung sash wood windows, often set in pairs. Subtypes of this style also include asymmetrical, hipped roof designs with and without full-width porches, side-gable roofs, centered gable, gambrel roofs, second-story overhang, and one-to-three-story, some with built-in garages.

The **1904 building at 429-431 S. San Joaquin Street** exhibits many of the character-defining elements of the Queen Anne Free Classic subtype, including a dominant front-gabled roof, full-width front porch, a side bay window, and asymmetrical design that are representative of the Queen Anne style. In addition, there are paired Tuscan-style columns utilized as porch supports and a decorative cornice with carved wood modillions and dentils, and a dominant front pediment roof gable with a slight overhang, which is indicative of Colonial Revival design. The building also has prominent design features, including flared overhanging eaves and original wood window trim, some of which have projecting lintels with decorative dentils and wood panel doors representing the ornate designs often found in revival architecture during the early 1900s. Together, these elements of Queen Anne and Colonial Revival design are representative of the Queen Anne Free Classic subtype.

The **1904 building at 435-437 S. San Joaquin Street** exhibits many of the defining characteristics of the Queen Anne Free Classic subtype, including a dominant front-gabled roof and a full-width front porch that are representative of the Queen Anne style, as well as the use of Tuscan columns as porch supports with cornice-line carved wood modillions and dentils, and a dominate front pediment roof gable with a slight overhang, typical of Colonial Revival design. The building also consists of original wood window trim and wood panel doors with decorative carved dentils. Together, these elements of Queen Anne and Colonial Revival design are representative of the Queen Anne Free Classic subtype.

**Historian:** Author and Researcher: Stacey De Shazo, M.A., Architectural Historian/Historian, Evans & De Shazo, Inc. July 6, 2021.

**Project Information**: The HABS photo documentation of the two 1904 multi-family buildings was completed by HABS Photographer: Dennis Hill, Dennis Hill Content Creation.

**Part 1. Historical Information**

**A. Physical History:**

1. **Date of Erection:** The two multi-family buildings were constructed in 1904.

2. **Architect:** Unknown.

3. **Original and subsequent owners, occupants, use:**

1900 –1949 Owner: Bridget "Bee" Delia O'Brien Hoult

The property containing the two 1904 multi-family buildings was first owned by Bridget "Bee" Delia O'Brien Hoult from 1900 to 1949. When Bee purchased the property, there were two previous wood-framed buildings; however, in 1902, a fire destroyed the two buildings.[1] In 1904, the two current 1904 multi-family buildings were constructed within the property.

Bee was born in 1863 in Ireland and immigrated to the United States (U.S.) in 1883. In 1887, she married David James Hoult. David was born in 1862 in West Virginia to John Cunningham Hoult (1832-1905), inventor of the first combined harvester to be used in the U.S.[2] David was a foreman at Houser & Haines Manufacturing Co., a company located in Stockton that sold agricultural tools and machinery.[3] Bee and David had one child, a son named Urban James Hoult, born in 1889 in Stockton.[4] The family lived together within the property in the first floor of the house at 431 S. San Joaquin Street from 1904 to approximately 1915.[5] During this time, Urban was a "druggist" working at a drugstore in Stockton.[6] In 1924, Urban, who was now living in Merced, died of pneumonia, and in 1929, David died. After the deaths of Urban and David, Bee continued to live at the property, but it appears that she moved from the house at 431 S. San Joaquin Street to the adjacent 1904 house at 435 S. San Joaquin Street, where she lived until she died in

[1] Ancestry.com, Stockton, California, City Directory, 1904.

[2] Newspapers.com, "Aged Pioneer Dies", The San Francisco Call San Francisco, California, March 10, 1905.

[3] Ancestry.com, 1910; Census Place: Stockton Ward 1, San Joaquin, California; Roll: T624_103; Page: 7B; Enumeration District: 0127; FHL microfilm: 1374116

[4] Ancestry.com, Stockton, California, City Directory, 1922.

[5] Ancestry.com, Stockton City Directory, 1915.

[6] Ancestry.com, U.S. World War I Draft Registration Card (1917=1918) *California;* Registration County: *Merced County.*

1948. After Bee died, the property was placed in a trust and then was deeded to her niece, Ila H. Stevenson.

During the time Bee owned the property, she rented out rooms within the two multi-family buildings to various occupants. At this time, the building at 429-431 S. San Joaquin Street contained two flats, one on each floor, and the building at 435-437 S. San Joaquin Street consisted of four rooms for rent with a shared kitchen and diningroom. The names of the occupants and their occupations, if known, are detailed below.

<u>429 S. San Joaquin Street</u>
1910-1915 - Llewella Hicklin
1920 - George Kosta, restaurant manager
1920 - John Stimbogiani, waiter
1925 - Charles Pefferling, salesman
1930 - Ada Partrick, widow
1935 - H.A. Pile, blacksmith helper
1940 - Vacant
1945 – Henry L. Olechea

<u>429a S. San Joaquin Street</u>
1920 - Fermin Alustiza, sheepman
1925 - J.A. Bennett
1945 - Mrs. W.E. Warren

<u>431 S. San Joaquin Street</u>
1925 - W.A. Morrow, assembler
1935 – Vacant
1940 – James Ramos, cook
1945 - Thomas Iriarte, machinist

<u>435 S. San Joaquin Street</u>
1910 – Frank H. Bileski, dry goods merchant
1915 – William R. Holmes, bartender
1920 – Harry A. Smith, mechanic
1945 - Lee C. Preston, shoe repairer

<u>437 S. San Joaquin Street</u>
1910 – Emma R. Small
1915-1920 – Thomas A. King, cigar salesman
1925 – Vacant

1930 – Valerie Brown
1935-1940 – Emma R. Small
1945 - Joseph Smith, driver

1948-1949 After Bee's death in 1948, the property was placed within the Bee Hoult Estate, which was overseen by Bob Stevenson as the executor of the estate. In 1949, the property was deeded to Bee's niece, Ila M. Hoult Stevenson, Bob Stevenson's mother.

1949-1960 Owner: Ila M. Hoult Stevenson

Ila M. Hoult Stevenson was the daughter of William John Holt, David James Hoult's brother and Bee's brother-in-law. Ila was born in 1898 in Stockton, California, to William John Hoult and Maria O'Brien Hoult,[7] who immigrated from Ireland in 1895. Ila was married to Bernard Leroy Stevenson, who died in 1947, and they had one son, Robert "Bob" Hoult Stevenson, born in 1920. When Ila owned the two 1904 multi-family buildings, it appears that she lived within the lower floor unit at 429 S. San Joaquin Street from 1950 to 1960.

Between 1950 and 1960, Ila rented out rooms within the two multi-family buildings to various occupants. The names of the occupants and their occupations, if known, are detailed below.

429 S. San Joaquin Street
1950 - Vernon E. Gresham, salesman

429a S. San Joaquin Street
1950 – Agnes Sanchez, clerk
1955 - Peter Laperena, laborer
1960 – Jessie Villasenor, cannery worker

431 S. San Joaquin Street
1950 – Thomas Iriarte, welder
1960 - Lupe Carranza, cook

431a S. San Joaquin Street
1950 – Rufino Echandi, who worked at AAWCo, Grace Echandi, who worked as bookkeeper, and their son, Joseph Echandi
1960 - Carmen D. Quirarte

[7] The relationship between Bridget "Bee" Delia O'Brien Hoult and Maria O'Brien Hoult is not known, but it is likely that Maria and Bee were cousins.

435 S. San Joaquin Street
1950 – Clyde H. Dunsing, engineer for NSD
1955-1960 - Thomas Iriarte, welder

437 S. San Joaquin Street
1950 – Joseph Smith, driver
1955 - Julia J. George, saleswoman for Smith & Lang
1960 – Mary Leyva

1960-1972 Owner: S.L. Fong and Lum Bow Yum Fong

S.L. Fong and his wife Lum Bow Yum Fong (aka Lang G. Fong) purchased the property in 1960 as an income property and continued to live in a nearby house at 325 S. San Joaquin Street (no longer extant).

Between 1960 and 1972, rooms within the two 1904 multi-family buildings were rented to various occupants. The names of the occupants and their occupations, if known, are detailed below.

429 S. San Joaquin Street
1965 – Vacant
1970 – Seopoldo Gutierrez, farm worker

429a S. San Joaquin Street
1965 – Leonidez Galeviz
1970 – Quong Wee Lee

431 S. San Joaquin Street
1965 – Olivas Suant, farm worker
1970 – Jenny M. Huante

431a S. San Joaquin Street
1965-1970 – Paul Tearo, retired

435 S. San Joaquin Street
1965 - Vacant
1970-1975 – Abdul S. Ahmad, retired

435a S. San Joaquin Street
1965 – Vacant

437 S. San Joaquin Street

1965 – Vacant
1970 – Janet Hood

1972-1985 From 1972 to 1985, the property was owned by numerous members of the Fong family, including Elizabeth Fong Wills, John Fong, Christopher James Robertson Fong, and Elizabeth Mei Sit Fong Wills. During this time, the units within the two buildings were rented to various occupants. None of the Fong family members lived within the property during this time.

<u>429 S. San Joaquin Street</u>
1975 – Olivias Huante

<u>429a S. San Joaquin Street</u>
1975 – Dina Aguilar, retired

<u>431 S. San Joaquin Street</u>
1975 – Lepoldo Gutierras

<u>431a S. San Joaquin Street</u>
1975 – Gregory Hernandez, retired

<u>435 S. San Joaquin Street</u>
1970-1975 – Abdul S. Ahmad, retired

<u>435b S. San Joaquin Street</u>
1975 – Leopoldo Laue, farm worker

<u>437 S. San Joaquin Street</u>
1975 – Alla and Dee Stewart, retired

1985 – 1989 From 1985 to 1989 the property was owned by numerous members of the Hong family, including Robert W. Hong and Mee Yoke Hong, Haye B. Chan, Conde T. Chan, Bak F. Hong, Judith Hong, Michael Attanasio, and Noreen E. Chan. During this time, the property was rented to various occupants, who are not listed due to lack of information found during the research. None of the Hong family members lived within the property.

1989-2003 Gospel Center 429-431 S. San Joaquin Street

2003-2019 Gospel Center Rescue Mission, Inc.

**4. Building, contractor, suppliers:** Unknown.

**5. Original plans and construction:** The original plans were not located, and it is likely they no longer exist.

**6. Alterations and additions:** No architect or construction firm is associated with any alternations or additions to the two 1904 multi-family buildings.

## B. Historical Context

### History of Stockton

In 1850, California was admitted to the Union, and on July 23, 1850, the town of Stockton was officially incorporated. The city was named after Commodore Robert F. Stockton, a naval officer who had given Captain Weber his commission in 1846.[8] [9] During the early 1850s, the growth in population not only created land disputes within "El Rancho del Campo de los Franceses", but it also stimulated commercial development in the Central Valley, where the developing town of Stockton is located, and where eager entrepreneurs set up businesses in support of miners and mining operations. Stockton quickly became a supply and transportation center to California's gold mines, and by 1854, it was the fourth largest city in California.[10] By the end of the Gold Rush, in 1855, many of the former gold miners settled in the Central Valley, where they established farms, ranches, and lumber mills in the areas surrounding the town of Stockton.[11] With the successful development of agriculture that thrived in California's Central Valley due to the soil and climate, the city of Stockton grew rapidly, but Stockton's success was also tied to it having the advantage of being situated at the head of a navigable channel with access to the San Francisco Bay, and Stockton businesses prospered from their ability to process and transport agricultural products to the markets of the world.

In 1858, George West acquired the former rancho and established "El Pinal Winery", the first commercial winery in the region. George West arrived in California in 1849 in search of gold; however, he soon turned to farming and growing grapes. George became a pioneer in viticulture in California and produced one of the most successful and well-known wines, a port wine that

[8] Erwin Gustav Gudde, and William Bright, *California Place Names: The Origin and Etymology of Current Geographical Names*. University of California Press. 1998.

[9] Commodore Stockton was also responsible for driving the Mexican forces out of California during the Mexican-American War.

[10] Visit Stockton, *Stockton's History*, accessed 9/12/2021, https://www.visitstockton.org/about-us/stockton-history/.

[11] R. Bailey, *Heart of the Golden Empire: An Illustrated History of Stockton*, Woodland Hills, CA. Windsor Publications, Inc. 1994.

won a special premium at the California State Fair in 1867.[12]

In 1869, the transcontinental railroad route from Promontory Summit in Utah to Sacramento was completed by Central Pacific Railroad (CPRR), which later connected Sacramento with Oakland via Stockton. The Central Pacific employed over 15,000 Chinese immigrants to lay the lines for the railroad. When the transcontinental railroad was finished, the cities in San Joaquin County, including Stockton, saw an increase in the settlement of the newly unemployed Chinese laborers.[13] During this time, many farmers relied on the seasonal labor of Chinese immigrants; however, in 1875, California's senators pressured their fellow lawmakers in Washington D.C. to pass the Page Act, which was an act that "prohibited convicted felons, prostitutes, and Asian contract laborers" from entering the U.S.[14] This resulted in a series of anti-immigrant laws and practices, of which the most sweeping "Anti-Chinese" law was the "Chinese Exclusion Act" of 1882 that banned all Chinese laborers from entering the U.S., with the exception of students, merchants, teachers, travelers, and diplomate.[15] [16] Soon anti-Chinese leagues developed, joining together to prevent the employment of any Chinese laborers, who were thought to be a threat to the employment of European-Americans citizens in the U.S.

By the 1890s, Stockton had grown into a major transportation, commercial, and agricultural center. Several railroads included the Southern Pacific, Santa Fe, Western Pacific, Tidewater Southern, Stockton Terminal & Eastern, and Central California Traction, operated on the rail lines.[17] During this time, the manufacturing of agricultural tools became a major industry in Stockton, and several local inventions revolutionized farming techniques, including the invention of the "Stockton Gang Plow", which allowed more land to be simultaneously plowed with multiple plowshares sold throughout the nation by H.C. Shaw and Co. During this time, Benjamin Holt also invented and sold farm machinery through his business, Holt Manufacturing Company, and in the early 1900s, Holt invented the Caterpillar tractor. Throughout the late 1890s, many other industries, such as flour mills, carriage and wagon factories, iron foundries, and shipyards, flourished in Stockton, making it one of the most industrialized cities in California by the end of the nineteenth century.

By the 1900s, Stockton and the surrounding area consisted of a diverse group of residents,

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[12] Ernest P. Peninou, "A History of the San Joaquin Viticultural District", originally published in 1965 (republished by Nomis Press, 2004).

[13] James Wager "The San Joaquin and Sierra Nevada Railroad" San Joaquin Historical Society, September 1975.

[14] Adam M. McKeown, *Melancholy Order: Asian Migration and the Globalization of Borders*, (New York: Columbia University Press, 2008) 133-134.

[15] Ibid.

[16] Anti-immigrant laws Congress passed in the late 19th and early twentieth century also included a range of laws barring Chinese from securing business licenses (1872), owning real estate (1872, 1913, 1920), wearing queues (1873), and walking on sidewalks while carrying loads with pole and baskets (1870), prohibition of interracial marriages in California, even women who married Chinese men lost their own U.S. citizenships (1922).

[17] Robert W. Scott, *Stockton's Street Runners*, accessed 9/10/2021, http://railroadsillustrated.com/stocktons-street-runners/.

including Italians, Mexicans, Chinese, Japanese, and Filipinos, who brought their unique cultures to the area. By 1906, Stockton had one of the largest Chinese communities with over 5,000 Chinese and Chinese Americans, with Chinatown situated on East Washington Street in downtown Stockton with its own business, language schools, stores, and other business.[18] During this time, Stockton was also developing into a popular city for families to live and visit. In the 1900s, Oak Park, a picnic area previously known as "Goodwater Grove" became so well known that it drew people from across the state.[19] In 1918, the City of Stockton purchased the 30-acre park and later added an ice rink.

By the 1920s, the City of Stockton included a substantial downtown with civic and commercial buildings lined up along a one-mile stretch of Pacific Avenue, known as the "Miracle Mile", where various shops and amenities were located. In 1924, the University of the Pacific (known initially as the College of the Pacific) relocated its San Jose campus to Stockton, making it the first private four-year university in California.[20] During this time, the Stockton Channel was also bustling with ferry boats and cargo ships.

By the 1930s, the U.S. was in the midst of the Great Depression (1929 – 1933), which created a surge of bank closures, resulting in a decrease of available capital that significantly impacted agricultural communities and led to reduced market prices.[21] However, the city pushed forward with the opening of the "Port of Stockton" in 1933, the first inland seaport in California.[22] Soon, ships from all over the world arrived at the inland port located in the center of one of the nation's richest agricultural areas. By the mid-1930s, the country was emerging from the Great Depression, and in 1933, five days after taking the oath of office, President Franklin Delano Roosevelt called a conference with the secretaries of Agriculture, Interior, and War, along with several others to discuss his ideas for recruiting 500,000 men to work in the nations forests and eroded farmlands. Roosevelt's vision was to provide work opportunities, primarily for young men to repair the land from decades of poor management and over-use, which became known as the "New Deal". As part of the New Deal, on March 31, 1933, the Emergency Conservation Work (ECW) Act was established under Executive Order No. 6101 and created the Civilian Conservation Corps (CCC), the Works Progress Administration (WPA), and the Public Works Administration (PWA). The CCC, WPA, and the PWA were established to create work opportunities that would not interfere with regular employment. As such, they were directed toward the conservation of natural resources

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[18] Michael Bennett, The San Joaquin Historian, *On-Lock Sam, I the Heart of the Third City*, Published by San Joaquin County Historical Society & Museum, Fall 2000.

[19] Visit Stockton, *Stockton's History*, accessed 9/12/2021, https://www.visitstockton.org/about-us/stockton-history/.

[20] University of the Pacific, *History & Mission*, accessed 9/15/2021, https://www.pacific.edu/about-pacific/history-mission.

[21] Lou Ann Speulda and Rhoda Owen Lewis, "Region 6: Historical and Architectural Assessment of the Depression Era Work Projects", 2002.

[22] The California State Military Museum, *Historic California Posts: Stockton Ordnance Depot,* accessed 9/14/2021, californiamilitaryhistory.org.

and transportation projects.

During the 1930s, the WPA and the PWA constructed many projects in Stockton, including projects at the Port of Stockton, where workers completed general improvement projects including dredging and wharf and warehouse construction.[23] To stabilize the agricultural markets and ensure continued agricultural production, on July 22, 1937, Congress also passed the Bankhead-Jones Farm Tenant Act, which authorized a modest credit program to assist tenant farmers in purchasing land. During this time, tenant farmers lined up to apply for assistance. In addition, agricultural workers were often brought in from other areas to work on farms in Central Valley, including areas within and near Stockton.

The U.S. entered World War II (WWII) on December 9, 1942. Then on February 19, 1942, President Roosevelt signed Executive Order #9066 authorizing the Secretary of War or any military commander designated by the Secretary to establish military areas and to exclude, from any or all person to enter, remain in, or leave shall be subject to whatever restrictions the Secretary of War or the appropriate Military Commander may impose in his discretion. On March 18, 1942, the War Relocation Authority (WRA) was created by Executive Order #9102. The Government Organization Manual of 1942 describes the purpose of WRA:

> "*To provide for removal from designated areas of persons whose removal is necessary in the interest of national security, and for their relocation, maintenance and super-vision ... And to provide insofar as feasible and desirable for the employment of such persons at useful work in industry, commerce, agricultural or public projects, prescribe the terms and conditions of such public employment, and safeguard the public interest in the private employment of such persons.*"[24]

The relocation order in the spring and summer of 1942 resulted in the removal and relocation of approximately 110,000 Japanese-American persons removed from designated locations. Prior to being sent to internment camps, many Japanese Americans were sent to detention centers, one located in Stockton at the San Joaquin County Fairground – the Stockton Assembly Center. The assembly hall included 125 barracks and had over 4,000 people that were confined to the assembly before being sent to internment camps in Arkansas and Arizona.[25] [26] [27] In Stockton, approximately 850 Japanese and Japanese Americans (mainly farmers) were interned.[28]

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[23] Living the New Deal, *Port of Stockton – Stockton CA*, accessed 9/15/2020, https://livingnewdeal.org/?s=stockton+.

[24] Franklin D. Roosevelt, Executive Order 9102 Establishing the War Relocation Authority. Online by Gerhard Peters and John T. Woolley, The American Presidency Project https://www.presidency.ucsb.edu/node/210476

[25] Kat Elliot "Remembering Japanese American Internment in Stockton", University of Pacific World Press, Feb. 8th 2016 (https://collegeofthepacific.wordpress.com/2016/02/08/remembering-japanese-american-internment/)

[26] Ibid.

[27] The assembly center is listed as part of California Historical Landmark #934, named in 1980.

[28] Newspapers.com, "Stockton Japanese Get Moving Orders", No author, The Sacramento Bee, April 22, 1942.

During WWII, the "Rough and Ready Island Naval Supply Depot" (present-day "Ruff and Ready Island"), which is located on the Stockton Channel approximately 3 miles west of the Port of Stockton, was the location of the former U.S. Navy installation, which was where a supply depot was constructed, supporting the San Joaquin Depot that operated the nearby Tracy Depot Facility and the Sharpe Depot Facility. At the end of WWII, there was a significant surge in commercial and residential development throughout Stockton, particularly in undeveloped areas north and northeast of downtown Stockton. By the 1950s, the City of Stockton included a world-renown civic theater, symphony, ballet, and chorale groups. During the 1960s and 1970s, Stockton continued to expand its boundaries, and nearly all the former agricultural land consisted of new residential housing and commercial development.

**History of Multi-Family Housing (ca. 1900–1930)**

The two 1904 multi-family buildings within the property were built in the U.S. during a time when multi-family buildings that mimicked houses were being built, particularly in urban neighborhoods, including downtown Stockton. During this time, numerous two-family houses were constructed with identical apartment flats stacked on top of the other, often within a deep narrow parcel. During the early 1900s, the multi-family buildings typically featured architectural details such as clapboards, wood shingle or stucco siding, gabled or hipped roofs with gable roof dormers, angular or square two-story bay windows, decorative Palladian-style windows at the attic, multi-light double-hung wood windows, and prominent front porches.[29] These buildings were designed to allow working-class families to achieve a middle-class quality of life but for less cost. During this time, the early 20th-century working-class neighborhoods often consisted of multi-unit structures, including duplexes, two stacked and three stacked houses, and larger multi-unit apartment complexes.

**Part II. Architectural Information**

**A. General statement**

**1. Architectural character:**

The two multi-family buildings were each constructed in 1904. The buildings demonstrate character-defining features of the Queen Anne Free Classic subtype, including Queen Anne and Colonial Revival architectural elements typical of this subtype from the early 1900s.

**2. Condition of fabric:**

The condition of the two buildings is good to moderate. Structurally, the two buildings appear to be sound.

[29] Thomas C. Hubka and Judith T. Kenny, "Examining the American Dream: Housing Standards and the Emergence of a National Housing Culture, 1900-1930" *Perspectives in Vernacular Architecture (Vol 13:1, 2006).*

429-431 S. San Joaquin Street

The exterior is clad in narrow wood lap siding and vertical wood siding that is good to fair condition. There is also a cut-out section of the original front porch roof; however, most of the original porch remains intact. The building maintains a majority of its original fenestrations and the original decorative window trim. However, two of the lower windows sashes along the second floor of the primary façade (northeast elevation) have been removed and replaced with aluminum sliding sashes, and the windows along the southwest and northwest elevation consist of replacement aluminum sliding windows. The interior of the building includes original solid wood five panel doors, two sets of wood panel pocket doors, a pivoting solid wood door with steel components, original hardware, built-in cabinetry, and an elaborate fireplace mantel with decorative woodwork and glazed tiles on the first floor. The original wood floors are covered in various flooring materials. Overall, the condition of the building's exterior and interior walls, doors, windows, and decorative elements is fair to good. Currently, the exterior retains a medium level of integrity with a medium level of integrity on the interior with moderate alterations to the fabric.

435-437 S. San Joaquin Street

The exterior is clad in narrow wood lap siding that is good to fair condition. The flat roof front porch support with Tuscan-style wood columns remains intact. The building maintains the majority of its original fenestrations with decorative trim, including a grouping of windows along the primary façade (northeast elevation) consisting of two tall, narrow, double-hung wood windows on each side of a wider double-hung wood window along the first floor, and two double-hung wood windows along the second floor with elaborate wood trim consisting of projecting lintel and decorative dentil. However, four original double-hung wood windows along the southeast façade have replacement vinyl windows, and several windows along this elevation are covered in plywood. The interior of the building consists of original wood panel doors, original hardware, built-in cabinetry, and an elaborate fireplace mantel with decorative woodwork and glazed tiles on the first floor. The original wood floors are covered in various flooring materials. Overall, the condition of the exterior and interior walls, doors, windows, and decorative elements is fair to good. Currently, the exterior retains a medium level of integrity with a medium level of integrity on the interior with moderate alterations to the fabric.

**B. Description of Exterior**

**1. Overall dimensions:**

429-431 S. San Joaquin Street

The main form of the building is a two-story rectangular plan. The length of the main rectangle is 57'5" long and 31'5" wide.

435-437 S. San Joaquin Street

The main form of the building is a two-story rectangular plan. The length of the main rectangle is 53'5" long and 20'5" wide.

**2. Foundations:**

Each of the 1904 multi-family buildings has a concrete slab foundation.

**3. Walls:**

429-431 S. San Joaquin Street

The wood-framed walls are clad in narrow wood lap siding, and the primary facade roof gable is clad in stucco applied in an unusual pattern, consisting of large dots applied throughout the roof gable. The wood cladding is original and shows minor wear, such as cracking and peeling paint. The stucco is not original to the building and likely replaced original wood or shingle cladding. The decorative motifs within the roof gable, including a centered circular wood-carved wreath-like design and decorative leafing, appear to be original to the building. There is decorative brick veneer along a narrow portion of the front porch wall at the northeast corner of the building, which is not original and was likely added 1990s. The windows along the walls of the building consist of projecting wood trim and elaborate lintels.

435-437 S. San Joaquin Street

The wood-framed walls are clad in narrow wood lap siding. The wood cladding shows minor wear, such as cracking and peeling paint. There is a decorative brick veneer along the entire front porch wall that was likely added in the 1990s and likely covers the original wood cladding. The windows along the walls consist of projecting wood trim and elaborate lintels.

**4. Structural system, framing:**

The two 1904 multi-family buildings are wood-framed structures, likely constructed with 2x4" studs spaced at 16" on center.

**5. Porches, stoops, balconies, porticoes, bulkheads**:

429-431 S. San Joaquin Street

The hipped roof front porch is supported by paired wood Tuscan-style columns mounted on top of solid wood railings clad with wood lap siding to match the building's exterior cladding, except at the northeast end of the porch wall, which is covered in brick veneer. Along the northeast section of the porch are concrete steps flanked by low concrete and wood porch walls and a metal handrail, which is not original to the building, providing access to the front entry door. The porch consists of the original wood shiplap ceiling; however, the porch floor is covered with a contemporary flooring membrane, likely added for safety in the 1990s. Along the rear façade (southwest elevation), an exterior wooden staircase with flat wood handrails and square wood support columns provides access to the first-floor rear entrance porch and a second-floor stair landing. Along the northwest elevation, there are two stair landings, one along the first floor and a second landing that provides access at an intermediate level between the first and second stories of the building.

435-437 S. San Joaquin Street

The flat roof front porch is supported by paired wood Tuscan-style columns mounted on top of solid wood railings clad with wood lap siding that is currently covered in brick veneer. Along the southeast section of the porch are concrete steps flanked by low concrete and wood porch walls, providing access to the two front entry doors, one to the first floor and one to the second floor. The porch consists of the original wood shiplap ceiling; however, the porch floor is covered with a contemporary flooring membrane, likely added for safety in the 1990s. Along the rear façade (southwest elevation), the first floor is a narrow recessed porch with poured concrete steps and solid wood railings topped with square-shaped columns supporting the open "canted style" porch. However, evidence, including hinges and an infilled transom, indicates that the exterior first-floor rear porch was originally enclosed. There is also a second-story landing accessed via a set of wooden stairs.

**6. Chimney:**

Each of the two 1904 multi-family buildings consists of an interior brick chimney set along the ridgeline of each building.

**7. Openings**

**a. Doorways and doors:**

429-431 S. San Joaquin Street

The exterior of the building consists of five doorways and five doors. The doors included one wood panel front door with an integrated lite and wood screen door and four five-panel wood doors.

435-437 S. San Joaquin Street

The exterior of the building consists of four doorways and four doors. The doors included two wood panel front doors with an integrated lite and wood screen door, and two five-panel wood doors.

**b. Windows and shutters:**

429-431 S. San Joaquin Street

The building maintains approximately half of its original double-hung wood windows; however, two of the lower windows sashes along the second floor of the primary façade (northeast elevation) have been removed and replaced with aluminum sliding sashes, and the majority of the windows along the southwest and northwest elevation consist of replacement aluminum sliding windows. The majority of the windows appear to sit within the original window openings. The original wood windows maintain decorative trim, including projecting lintel and decorative dentil along and wide window trim; however, the replacement windows are cased in flat, narrow, wood window trim.

435-437 S. San Joaquin Street

The building maintains the majority of its original windows, including a grouping of windows along the primary façade (northeast elevation) consisting of two tall, narrow, double-hung wood windows on each

side of a wider double-hung wood window along the first floor, and two double-hung wood windows along the second floor with elaborate wood trim consisting of projecting lintel and decorative dentil. There are wood windows along the side and rear elevations consisting of double-hung wood windows; however, four windows at the west end of the southeast elevation have replacement vinyl windows with flat wood trim. All the windows appear to sit within the original window openings, and the wood windows maintain the original decorative window trim.

**8. Roof**

**a. Shape, covering:**

429-431 S. San Joaquin Street

The roof is a moderate pitched front-gabled and hipped roof, clad in composite shingles.

435-437 S. San Joaquin Street

The roof is a moderate pitched front-gabled roof, clad in composite shingles.

**b. Cornice, eaves:**

429-431 S. San Joaquin Street

The cornice consists of decorative wood modillions and dentils set under flared overhanging eaves.

435-437 S. San Joaquin Street

The cornice consists of decorative wood modillions and dentils set under narrow overhang eaves.

**c. Dormers, cupolas, towers:**

There are no dormers, cupolas, or towers.

**C. Description of Interior**

**1. Floor plans:**

429-431 S. San Joaquin Street

The original floorplan of the building appears to have included two units, one on the first floor and one of the second floor. Currently, the floor plan appears primarily unaltered.

435-437 S. San Joaquin Street

The original floorplan of the building appears to have included four units, two on the first floor and two on the second floor. Currently, the floor plan appears primarily unaltered.

**2. Stairways:**

429-431 S. San Joaquin Street

The building appears to include one stairway. The stairway is not within the main entrance of the house but is located near the northwest section of the interior floorplan. The stair consists of wood risers and treads.

435-437 S. San Joaquin Street

The building has one interior stairway, accessed via the front entrance door nearest the eastern corner of the northeast elevation (primary façade). The stairs are u-shaped consisting of wood risers and treads that lead to an intermediate landing that then leads to additional stairs that provide access to the second floor.

**3. Flooring:**

429-431 S. San Joaquin Street

The floors throughout the building utilize various materials, including original wood floors, parquet flooring tiles, sheet vinyl with different patterns, and ceramic tile.

435-437 S. San Joaquin Street

The floors throughout the building utilize various materials, including original wood floors, sheet vinyl with different patterns, and ceramic tile.

**4. Wall and ceiling finish:**

429-431 S. San Joaquin Street

The interior walls of the building are gypsum wallboard painted white, and vertical wood paneling sheets, which were likely added in the 1960s or 1970s. The ceiling finish appears to be smooth stucco or plaster painted white.

435-437 S. San Joaquin Street

The interior walls of the building are gypsum wallboard painted white. The ceiling finish appears to be smooth stucco or plaster painted white.

**5. Openings**

**a. Doorways and doors:**

429-431 S. San Joaquin Street

The interior doorway openings all appear to be original. The doors consist of solid five-paneled wood doors, two sets of large solid wood-paneled pocket doors, and a pivoting solid wood door with steel components.

435-437 S. San Joaquin Street

The interior doorway openings all appear to be original. The doors consist of solid five-paneled wood doors.

**b. Windows:**

429-431 S. San Joaquin Street

The window openings along the interior walls consist of solid wood trim around all the original wood windows. The window trim around replacement windows is narrow wood trim.

435-437 S. San Joaquin Street

The window openings along the interior walls consist of solid wood trim around all the original wood windows. The window trim around replacement windows is narrow wood trim.

**6. Decorative features and trim:**

429-431 S. San Joaquin Street

Decorative features include built-in cabinetry, and an elaborate fireplace mantel with decorative woodwork and brown glazed tiles within the living room of the first floor. There are also coved ceilings in the living room and dining room. Throughout the building, there is also wide wood baseboard trim.

435-437 S. San Joaquin Street

Decorative features include built-in cabinetry, and an elaborate fireplace mantel with decorative woodwork and green glazed tiles. Throughout the building, there is also wide wood baseboard trim.

**7. Hardware:**

429-431 S. San Joaquin Street

The original hardware within the building includes interior doorknobs, hinges, and pulls; however, some doorknobs on exterior doors have been replaced with contemporary doorknobs.

435-437 S. San Joaquin Street

The original hardware within the building includes interior doorknobs, hinges, and pulls; however, some doorknobs on exterior doors have been replaced with contemporary doorknobs.

**8. Mechanical equipment**:

**a. Heating, air conditioning, ventilation:**

429-431 S. San Joaquin Street

The building includes portable heating and air conditioning units, some of which are situated within the lower open sashes of window openings. There are also metal foundation vents, and a rectangular metal air vent along the front gable of the roof. An original fireplace is located within the first-floor living room with decorative woodwork and brown glazed tiles.

435-437 S. San Joaquin Street

The building includes portable heating and air conditioning units, some of which are situated within the lower open sashes of window openings. There are metal foundation vents, and a rectangular opening along the front gable of the roof that likely had a vent but it is currently covered in plywood. There is an original fireplace located within the dining room of the first floor of the building with decorative woodwork and green glazed tiles.

**b. Lighting:**

429-431 S. San Joaquin Street

The lighting fixtures in the building have been replaced with contemporary lighting.

435-437 S. San Joaquin Street

The lighting fixtures in the building have been replaced with contemporary lighting.

**c. Plumbing:** The plumbing in the two 1904 multi-family buildings is unknown.

**9. Original furnishings:** N/A

**D. Site**

**1. Historic landscape design:**

The two 1904 multi-family buildings are located within a 9,150-square-foot parcel situated on the west side of S. San Joaquin Street between E. Sonora Street and E. Church Street. The two buildings are set back from the streets with minimal landscaping in the front yard of each building, including a grass lawn area and small concrete patio enclosed by a tall metal fence that runs the length of the property adjacent to the northeast elevation. The rear portion of the property is covered in concrete, except for a small section to the northwest of the buildings where trees have been planted. There is an outdoor seating area in the rear with wooden picnic tables and a wood lattice covering located near the southwest corner of the property. At the rear of the buildings, there is a parking lot and a driveway that provides rear access to the buildings via an entrance along E. Church Street.

**2. Outbuildings:**

There are no outbuildings within the property associated with this HABS document.

**Part III. Sources of Information**

**Bibliography:**

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Office of Historic Preservation

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**San Joaquin County Assessor and Recorders Office**

Deed records, tax assessment information, and additional documents related to the two 1904 multi-unit houses at 429-431 and 435-437 S. San Joaquin Street, Stockton.

**Stockton Historical Museum**

Historic photograph and map collections were reviewed for this HABS.

**San Jose Public Library**

Digital Sanborn maps, 1867-1970. California [electronic resource] on file with the San Jose Public Library were reviewed for this HABS.

**A. Architectural drawings:**

The following As-Built Documentation included in the report was created and provided by 3D Virtual Design Technology, Inc. The elevations and floorplans are generated using 3D Laser Scanning.

**B. Photographs:**

During research conducted on the property, no historic photographs were located showing the either of the two 1904 multi-family buildings.

# 429-431 South San Joaquin Street, Stockton

C1_DAH7553.jpg

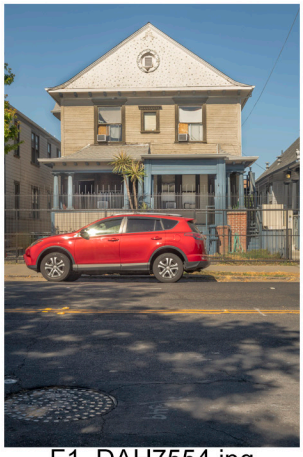
C2_DAH7559.jpg

C3_DAH7566.jpg

C4_DAH7586.jpg

D1_DAH7567.jpg

D2_DAH7582.jpg



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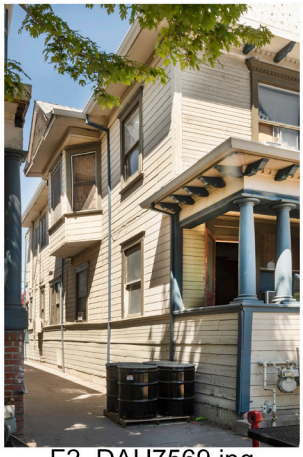


F2_DAH7569.jpg

F4_DAH7587.jpg

F4_DAH7592.jpg

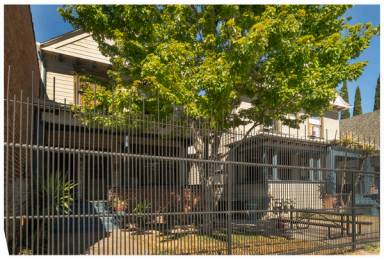
I1_DAH7578.jpg

I2_DAH7581.jpg

# 435-437 South San Joaquin Street, Stockton

C1_DAH7550.jpg

C2_DAH7560.jpg



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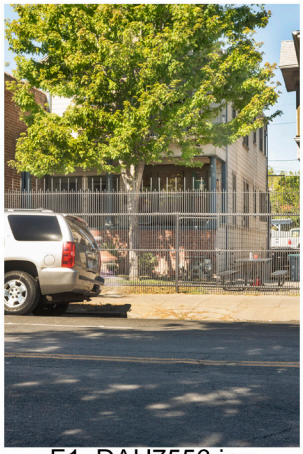
D2_DAH7572.jpg

D3_DAH7590.jpg



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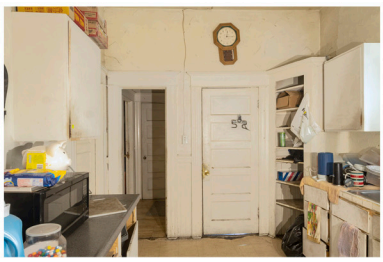
F2_DAH7583.jpg

F3_DAH7589.jpg

F4_DAH7591.jpg

I1_DAH7570.jpg



I2_DAH7571.jpg

# APPENDIX E
# CENTRAL CALIFORNIA INFORMATION CENTER REPORT

**CENTRAL CALIFORNIA INFORMATION CENTER**
*California Historical Resources Information System*
**Department of Anthropology – California State University, Stanislaus**
**One University Circle, Turlock, California 95382**
**(209) 667-3307**

*Alpine, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus & Tuolumne Counties*

**Date:** 7/20/2021

**Records Search File#: #11887L**
**Project: Gospel Center Men's Dorm**
**435/437 S. San Joaquin Street, Stockton, CA 95203**

Rayanna Beck
BaseCamp Environmental, Inc.
802 W. Lodi Ave.
Lodi, CA 95240
209-224-8213

rbeck@basecampenv.com

Dear Ms. Beck:

We have conducted a non-confidential extended records search as per your request for the above-referenced project area located on the Stockton West USGS 7.5-minute quadrangle map in San Joaquin County.

Search of our files includes review of our maps for the specific project area and the immediate vicinity of the project area, and review of the following:

National Register of Historic Places (NRHP)
California Register of Historical Resources (CRHR)
*California Inventory of Historic Resources* (1976)
*California Historical Landmarks*
California Points of Historical Interest listing
Office of Historic Preservation Built Environment Resource Directory (BERD) and the Archaeological Determinations of Eligibility (ADOE)
*Survey of Surveys* (1989)
Caltrans State and Local Bridges Inventory
General Land Office Plats
Other pertinent historic data available at the CCaIC for each specific county

The following details the results of the records search:

**Prehistoric or historic resources within the project area:**

- There are no formally recorded prehistoric or historic archaeological resources within the project area.

- The Office of Historic Preservation Built Environment Resource Directory (BERD) (dated 12/19/2019) lists P-39-002402, the Wills House, at 435 S. San Joaquin Street,

Stockton (Historic Resource Inventory number 5208-1518-0000). The residence was constructed in 1904 and has a National Register of Historic Places evaluation rating of "5S2": "Individual property that is eligible for local listing or designation."

- The General Land Office Survey Plat for T1N R6E (dated 1879) shows the project area within the Rancho Campo de los Franceses Mexican land grant.

- Map Number Two in *History of San Joaquin County California with Illustrations* (1979; 1968 reprint), the Map of the County of San Joaquin, California (1883), and the 1913 edition of the Stockton 15' USGS map show the project area within the City of Stockton street layout.

**Prehistoric or historic resources within the immediate vicinity of the project area:**

- There are no formally recorded prehistoric or historic archaeological resources within the immediate vicinity of the project area, but we do advise you that such features have been recorded elsewhere within the boundary of the Stockton West USGS quadrangle.

- Properties at 429, 440, and 445 S. San Joaquin Street, Stockton, are also listed with National Register of Historic Places ratings of 5S2 in the Office of Historic Preservation Built Environment Resource Directory (BERD).

**Resources that are known to have value to local cultural groups:** None has been formally reported to the Information Center.

**Previous investigations within the project area:** The historic buildings referenced were recorded during an Office of Historic Preservation sponsored historic resource inventory reported upon in the following three documents:

**CCaIC Report SJ-02219**
Stockton, City of (City of Stockton)
1979 *Historic Survey Project Agreement, Final Report; Project Period June 1, 1978 to March 31, 1979.*

**CCaIC Report SJ-02246**

Hermenau, H. (City of Stockton)
1980 *Completion Report, Historic Survey Project Agreement No. 36-09-006, Stockton, California; Project Period April 1, 1979 to March 31, 1980.*

**CCaIC Report SJ-02247**

Rapp, Linda (City of Stockton)
1980 *Stockton Historic Resource Inventory II: Analysis Report, June 1980.*

**Recommendations/Comments:**

Please be advised that a historical resource is defined as a building, structure, object, prehistoric or historic archaeological site, or district possessing physical evidence of human activities over 45 years old. Such resources can be manifested on the surface or in subsurface context.

If the current project does not include ground disturbance, further study for archaeological resources is not recommended at this time. If ground disturbance is considered a part of the current project, we recommend further review for the possibility of identifying prehistoric or historic-era archaeological resources.

If the proposed project contains buildings or structures that meet the minimum age requirement (45 years in age or older) it is recommended that the resource/s be assessed by a professional familiar with architecture and history of the county. Review of the available historic building/structure data has included only those sources listed above and should not be considered comprehensive.

If at any time you might require the services of a qualified professional the Statewide Referral List for Historical Resources Consultants is posted for your use on the internet at http://chrisinfo.org

If archaeological resources are encountered during project-related activities**,** work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources.

If human remains are discovered, California Health and Safety Code Section 7050.5 requires you to protect the discovery and notify the county coroner, who will determine if the find is Native American. If the remains are recognized as Native American, the coroner shall then notify the Native American Heritage Commission (NAHC). California Public Resources Code Section 5097.98 authorizes the NAHC to appoint a Most Likely Descendant (MLD) who will make recommendations for the treatment of the discovery.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the State Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public.

Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

We thank you for contacting this office regarding historical resource preservation. Please let us know when we can be of further service. Thank you for submitting the completed **Access Agreement Short Form.**

**Note:** Billing will be transmitted separately via email from the Financial Services office ($150.00), payable within 60 days of receipt of the invoice.

**If you wish to include payment by Credit Card, you must wait to receive the official invoice from Financial Services so that you can reference the CMP # (Invoice Number), and then contact the link below:**

https://commerce.cashnet.com/ANTHROPOLOGY

Sincerely,

*E. A. Greathouse*

E. A. Greathouse, Coordinator
Central California Information Center
California Historical Resources Information System

* Invoice Request sent to: ARBilling@csustan.edu, CSU Stanislaus Financial Services

# APPENDIX F
# BIOLOGICAL DATABASE REPORTS

| Element_Typ | Scientific_Na | Common_Na | Element_Coc | Federal_Stat | State_Status | CDFW_Statu | CA_Rare_Pla | Quad_Code | Quad_Name | Data_Status | Taxonomic_Sort |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Animals - An | Ambystoma | California tig | AAAAA01181 | Threatened | Threatened | WL | - | 3712183 | STOCKTON W | Mapped | Animals - Amphibians - Ambystomatidae - Ambystoma californiense pop. 1 |
| Animals - An | Spea hamm | western spa | AAABF02020 | None | None | SSC | - | 3712183 | STOCKTON W | Mapped | Animals - Amphibians - Scaphiopodidae - Spea hammondii |
| Animals - Bir | Accipiter coo | Cooper's hav | ABNKC12040 | None | None | WL | - | 3712183 | STOCKTON W | Unprocessed | Animals - Birds - Accipitridae - Accipiter cooperii |
| Animals - Bir | Buteo swain | Swainson's h | ABNKC19070 | None | Threatened | - | - | 3712183 | STOCKTON W | Mapped and | Animals - Birds - Accipitridae - Buteo swainsoni |
| Animals - Bir | Elanus leucu | white-tailed | ABNKC06010 | None | None | FP | - | 3712183 | STOCKTON W | Mapped | Animals - Birds - Accipitridae - Elanus leucurus |
| Animals - Bir | Ardea alba | great egret | ABNGA04040 | None | None | - | - | 3712183 | STOCKTON W | Unprocessed | Animals - Birds - Ardeidae - Ardea alba |
| Animals - Bir | Ardea herodi | great blue he | ABNGA04010 | None | None | - | - | 3712183 | STOCKTON W | Unprocessed | Animals - Birds - Ardeidae - Ardea herodias |
| Animals - Bir | Charadrius m | mountain plo | ABNNB03100 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Birds - Charadriidae - Charadrius montanus |
| Animals - Bir | Pica nuttalli | yellow-billed | ABPAV09020 | None | None | - | - | 3712183 | STOCKTON W | Unprocessed | Animals - Birds - Corvidae - Pica nuttalli |
| Animals - Bir | Progne subis | purple marti | ABPAU01010 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Birds - Hirundinidae - Progne subis |
| Animals - Bir | Agelaius tric | tricolored bla | ABPBXB0020 | None | Threatened | SSC | - | 3712183 | STOCKTON W | Mapped | Animals - Birds - Icteridae - Agelaius tricolor |
| Animals - Bir | Icteria virens | yellow-breas | ABPBX24010 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Birds - Icteriidae - Icteria virens |
| Animals - Bir | Setophaga p | yellow warbl | ABPBX03010 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Birds - Parulidae - Setophaga petechia |
| Animals - Bir | Asio flamme | short-eared | ABNSB13040 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Birds - Strigidae - Asio flammeus |
| Animals - Bir | Athene cunic | burrowing ov | ABNSB10010 | None | None | SSC | - | 3712183 | STOCKTON W | Mapped and | Animals - Birds - Strigidae - Athene cunicularia |
| Animals - Bir | Vireo bellii p | least Bell's v | ABPBW0111 | Endangered | Endangered | - | - | 3712183 | STOCKTON W | Mapped | Animals - Birds - Vireonidae - Vireo bellii pusillus |
| Animals - Fis | Acipenser tra | white sturge | AFCAA01050 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Fish - Acipenseridae - Acipenser transmontanus |
| Animals - Fis | Lavinia exilic | Sacramento | AFCJB19012 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Fish - Cyprinidae - Lavinia exilicauda exilicauda |
| Animals - Fis | Pogonichthys | Sacramento | AFCJB34020 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Fish - Cyprinidae - Pogonichthys macrolepidotus |
| Animals - Fis | Hypomesus t | Delta smelt | AFCHB01040 | Threatened | Endangered | - | - | 3712183 | STOCKTON W | Mapped and | Animals - Fish - Osmeridae - Hypomesus transpacificus |
| Animals - Fis | Spirinchus th | longfin smel | AFCHB03010 | Candidate | Threatened | - | - | 3712183 | STOCKTON W | Mapped | Animals - Fish - Osmeridae - Spirinchus thaleichthys |
| Animals - Fis | Entosphenus | Pacific lampı | AFBAA02100 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Fish - Petromyzontidae - Entosphenus tridentatus |
| Animals - Fis | Lampetra ayı | western rive | AFBAA02030 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Fish - Petromyzontidae - Lampetra ayresii |
| Animals - Fis | Oncorhynchu | steelhead - C | AFCHA0209K | Threatened | None | - | - | 3712183 | STOCKTON W | Mapped | Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus pop. 11 |
| Animals - Fis | Oncorhynchu | chinook salm | AFCHA0205L | Threatened | Threatened | - | - | 3712183 | STOCKTON W | Unprocessed | Animals - Fish - Salmonidae - Oncorhynchus tshawytscha pop. 11 |
| Animals - Fis | Oncorhynchu | chinook salm | AFCHA0205N | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Fish - Salmonidae - Oncorhynchus tshawytscha pop. 13 |
| Animals - Mo | Anodonta cal | California flo | IMBIV04220 | None | None | - | - | 3712183 | STOCKTON W | Unprocessed | Animals - Mollusks - Unionidae - Anodonta californiensis |
| Animals - Mo | Anodonta or | Oregon float | IMBIV04110 | None | None | - | - | 3712183 | STOCKTON W | Unprocessed | Animals - Mollusks - Unionidae - Anodonta oregonensis |
| Animals - Mo | Gonidea ang | western ridg | IMBIV19010 | None | None | - | - | 3712183 | STOCKTON W | Mapped | Animals - Mollusks - Unionidae - Gonidea angulata |
| Animals - Re | Emys marm | western pon | ARAAD02030 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Reptiles - Emydidae - Emys marmorata |
| Animals - Re | Thamnophis | giant garters | ARADB3615( | Threatened | Threatened | - | - | 3712183 | STOCKTON W | Mapped | Animals - Reptiles - Natricidae - Thamnophis gigas |
| Animals - Re | Phrynosoma | coast horned | ARACF12100 | None | None | SSC | - | 3712183 | STOCKTON W | Unprocessed | Animals - Reptiles - Phrynosomatidae - Phrynosoma blainvillii |
| Plants - Vasc | Sagittaria sa | Sanford's arr | PMALI040Q0 | None | None | - | 1B.2 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Alismataceae - Sagittaria sanfordii |
| Plants - Vasc | Blepharizoni | big tarplant | PDAST1C011 | None | None | - | 1B.1 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Asteraceae - Blepharizonia plumosa |
| Plants - Vasc | Symphyotrich | Suisun Marsl | PDASTE8470 | None | None | - | 1B.2 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Asteraceae - Symphyotrichum lentum |
| Plants - Vasc | Brasenia sch | watershield | PDCAB01010 | None | None | - | 2B.3 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Cabombaceae - Brasenia schreberi |
| Plants - Vasc | Atriplex cord | heartscale | PDCHE040B0 | None | None | - | 1B.2 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Chenopodiaceae - Atriplex cordulata var. cordulata |
| Plants - Vasc | Extriplex joa | San Joaquin | PDCHE041F3 | None | None | - | 1B.2 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Chenopodiaceae - Extriplex joaquinana |
| Plants - Vasc | Astragalus te | alkali milk-ve | PDFAB0F8R1 | None | None | - | 1B.2 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Fabaceae - Astragalus tener var. tener |
| Plants - Vasc | Lathyrus jeps | Delta tule pe | PDFAB250D2 | None | None | - | 1B.2 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Fabaceae - Lathyrus jepsonii var. jepsonii |
| Plants - Vasc | Trifolium hyc | saline clover | PDFAB400R5 | None | None | - | 1B.2 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Fabaceae - Trifolium hydrophilum |
| Plants - Vasc | Hibiscus lasi | woolly rose-r | PDMAL0H0R2 | None | None | - | 1B.2 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Malvaceae - Hibiscus lasiocarpos var. occidentalis |
| Plants - Vasc | Chloropyron | palmate-bra | PDSCR0J0J0 | Endangered | Endangered | - | 1B.1 | 3712183 | STOCKTON W | Mapped | Plants - Vascular - Orobanchaceae - Chloropyron palmatum |

**IPaC** **U.S. Fish & Wildlife Service**

# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Location

San Joaquin County, California

# Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

# Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

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 from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

# Mammals

| NAME | STATUS |
|---|---|
| Riparian Brush Rabbit Sylvilagus bachmani riparius<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/6189 | Endangered |

# Reptiles

| NAME | STATUS |
|---|---|
| Giant Garter Snake Thamnophis gigas<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/4482 | Threatened |

# Amphibians

| NAME | STATUS |
|---|---|
| California Red-legged Frog Rana draytonii<br>There is **final** critical habitat for this species. Your location is outside the critical habitat.<br>https://ecos.fws.gov/ecp/species/2891 | Threatened |
| California Tiger Salamander Ambystoma californiense<br>There is **final** critical habitat for this species. Your location is outside the critical habitat.<br>https://ecos.fws.gov/ecp/species/2076 | Threatened |

# Fishes

| NAME | STATUS |
|---|---|
| Delta Smelt Hypomesus transpacificus<br>There is **final** critical habitat for this species. Your location is outside the critical habitat.<br>https://ecos.fws.gov/ecp/species/321 | Threatened |

# Insects

| NAME | STATUS |
|---|---|
| Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus<br>There is **final** critical habitat for this species. Your location is outside the critical habitat.<br>https://ecos.fws.gov/ecp/species/7850 | Threatened |

# Crustaceans

| NAME | STATUS |
|---|---|
| Vernal Pool Fairy Shrimp Branchinecta lynchi<br>There is **final** critical habitat for this species. Your location is outside the critical habitat.<br>https://ecos.fws.gov/ecp/species/498 | Threatened |
| Vernal Pool Tadpole Shrimp Lepidurus packardi<br>There is **final** critical habitat for this species. Your location is outside the critical habitat.<br>https://ecos.fws.gov/ecp/species/2246 | Endangered |

# Flowering Plants

| NAME | STATUS |
|---|---|
| Palmate-bracted Bird's Beak Cordylanthus palmatus<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/1616 | Endangered |

# Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

# Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

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
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date

range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.) |
|---|---|
| Lawrence's Goldfinch Carduelis lawrencei<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9464 | Breeds Mar 20 to Sep 20 |
| Long-billed Curlew Numenius americanus<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/5511 | Breeds elsewhere |
| Nuttall's Woodpecker Picoides nuttallii<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA<br>https://ecos.fws.gov/ecp/species/9410 | Breeds Apr 1 to Jul 20 |

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

Song Sparrow Melospiza melodia — Breeds Feb 20 to Sep 5
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Spotted Towhee Pipilo maculatus clementae — Breeds Apr 15 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/4243

Yellow-billed Magpie Pica nuttalli — Breeds Apr 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9726

# Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

**Probability of Presence** (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

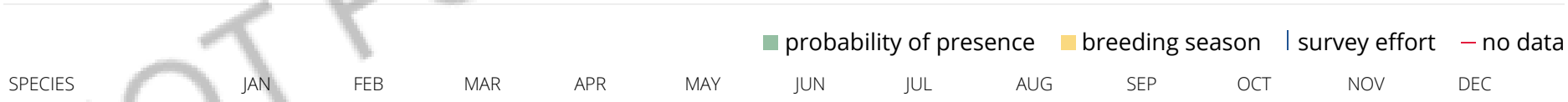
**Breeding Season** (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

**Survey Effort** (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

**No Data** (–)
A week is marked as having no data if there were no survey events for that week.

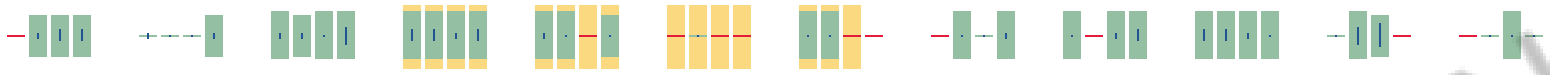
**Survey Timeframe**
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Lawrence's Goldfinch
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Long-billed Curlew
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Nuttall's Woodpecker
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Oak Titmouse
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Song Sparrow
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

Spotted Towhee
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

Yellow-billed Magpie
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the E-bird Explore Data Tool.

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

**Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

**What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

**Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ “What does IPaC use to generate the migratory birds potentially occurring in my specified location”. Please be aware this report provides the “probability of presence” of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In

contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

# Facilities

## Wildlife refuges and fish hatcheries

REFUGE AND FISH HATCHERY INFORMATION IS NOT AVAILABLE 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.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

**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.

# APPENDIX G
# AB 52 NOTIFICATION AND INFORMATION

# NATIVE AMERICAN HERITAGE COMMISSION



**NAHC HEADQUARTERS**
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

January 25, 2022

Rayanna Beck
BaseCamp Environmental, Inc.

Via Email to: rbeck@basecampenv.com

**Re: Gospel Center Rescue Mission New Life Men's Homeless Shelter Project, San Joaquin County**

Dear Ms. Beck:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Cameron.Vela@nahc.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
*Cultural Resources Analyst*

Attachment

**Native American Heritage Commission**
**Native American Contact List**
**San Joaquin County**
**1/25/2022**

***Buena Vista Rancheria of Me-Wuk Indians***
Rhonda Morningstar Pope, Chairperson
1418 20th Street, Suite 200 — Me-Wuk
Sacramento, CA, 95811
Phone: (916) 491 - 0011
Fax: (916) 491-0012
rhonda@buenavistatribe.com

***California Valley Miwok Tribe***
14807 Avenida Central — Miwok
La Grange, CA, 95329
Phone: (209) 931 - 4567
Fax: (209) 931-4333

***California Valley Miwok Tribe***
AKA Sheep Rancheria of Me-Wuk Indians of CA,
P.O. Box 395 — Miwok
West Point, CA, 95255
Phone: (209) 293 - 4179
l.ewilson@yahoo.com

***Ione Band of Miwok Indians***
Sara Dutschke, Chairperson
9252 Bush Street — Miwok
Plymouth, CA, 95669
Phone: (209) 245 - 5800
consultation@ionemiwok.net

***Muwekma Ohlone Indian Tribe of the SF Bay Area***
Monica Arellano, Vice Chairwoman
20885 Redwood Road, Suite 232 — Costanoan
Castro Valley, CA, 94546
Phone: (408) 205 - 9714
marellano@muwekma.org

***North Valley Yokuts Tribe***
Timothy Perez,
P.O. Box 717 — Costanoan
Linden, CA, 95236 — Northern Valley
Phone: (209) 662 - 2788 — Yokut
huskanam@gmail.com

***North Valley Yokuts Tribe***
Katherine Perez, Chairperson
P.O. Box 717 — Costanoan
Linden, CA, 95236 — Northern Valley
Phone: (209) 887 - 3415 — Yokut
canutes@verizon.net

***Tule River Indian Tribe***
Kerri Vera, Environmental Department
P. O. Box 589 — Yokut
Porterville, CA, 93258
Phone: (559) 783 - 8892
Fax: (559) 783-8932
kerri.vera@tulerivertribe-nsn.gov

***Tule River Indian Tribe***
Joey Garfield, Tribal Archaeologist
P. O. Box 589 — Yokut
Porterville, CA, 93258
Phone: (559) 783 - 8892
Fax: (559) 783-8932
joey.garfield@tulerivertribe-nsn.gov

***Tule River Indian Tribe***
Neil Peyron, Chairperson
P.O. Box 589 — Yokut
Porterville, CA, 93258
Phone: (559) 781 - 4271
Fax: (559) 781-4610
neil.peyron@tulerivertribe-nsn.gov

***Wilton Rancheria***
Jesus Tarango, Chairperson
9728 Kent Street — Miwok
Elk Grove, CA, 95624
Phone: (916) 683 - 6000
Fax: (916) 683-6015
jtarango@wiltonrancheria-nsn.gov

***Wilton Rancheria***
Dahlton Brown, Director of Administration
9728 Kent Street — Miwok
Elk Grove, CA, 95624
Phone: (916) 683 - 6000
dbrown@wiltonrancheria-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Gospel Center Rescue Mission New Life Men's Homeless Shelter Project, San Joaquin County.

***Wilton Rancheria***
Steven Hutchason, THPO
9728 Kent Street
Elk Grove, CA, 95624
Phone: (916) 683 - 6000
Fax: (916) 863-6015
shutchason@wiltonrancheria-nsn.gov

Miwok

***Wuksache Indian Tribe/Eshom Valley Band***
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906
Phone: (831) 443 - 9702
kwood8934@aol.com

Foothill Yokut
Mono

***The Confederated Villages of Lisjan***
Corrina Gould, Chairperson
10926 Edes Avenue
Oakland, CA, 94603
Phone: (510) 575 - 8408
cvltribe@gmail.com

Bay Miwok
Ohlone
Delta Yokut

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

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# APPENDIX H PHASE I ESA

Available for review from Stockton
Community Development Department on request