

MITIGATION MONITORING AND REPORTING PROGRAM

Project: St. Joseph's Medical Center Hospital Expansion Project (SCH #2021120439)
Date: September 2023

1 Introduction

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the St. Joseph's Medical Center Hospital Expansion Project ("proposed project"). This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." A MMRP is required for the proposed project because the Draft Environmental Impact Report (EIR) has identified significant adverse impacts, and measures have been identified to mitigate those impacts. The MMRP also incorporates revisions made to the mitigation measures in the Final EIR.

2 Format of Mitigation Monitoring Matrix

The MMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR. The City of Stockton will be the primary agency responsible for implementing the mitigation measures and will continue to monitor mitigation measures that are required to be implemented during the operation of the proposed project. The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the Draft EIR in the same order that they appear in that document and incorporate revisions made in the Final EIR.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring or mitigation implementation took place.

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
4.1 Air Quality				
<p>4.1-3 The proposed project would not expose sensitive receptors to substantial pollutant concentrations.</p>	<p>MM 4.1-1: Construction Health Effects</p> <p>Prior to the commencement of construction activities, the applicant shall require its construction contractor to demonstrate that project-generated construction emissions do not exceed the applicable San Joaquin Valley Air Pollution Control District (SJVAPCD) cancer risk thresholds.</p> <p>Compliance with this performance standard shall be achieved through the use of California Air Resources Board (CARB)-certified Tier 4 Final engines for all diesel-powered equipment pieces that are 50 horsepower or greater.</p> <p>In the event of changed circumstances (e.g., changes in the availability of specific types of construction equipment), the applicant may submit a request to the Office of Statewide Planning and Development Facilities Development Division for approval of a different method of achieving project-generated construction emissions that fall below the applicable SJVAPCD cancer risk threshold. Documentation shall be provided to the Office of Statewide Planning and Development Facilities Development Division demonstrating that project-generated construction emissions do not exceed the applicable SJVAPCD cancer risk threshold with the alternate construction methods. (This shall be demonstrated using industry-standard emission estimation methodologies.) If the documentation successfully demonstrates that project-generated construction emissions remain below the applicable SJVAPCD cancer risk threshold,</p>	<p>City of Stockton Community Development Department, SJVAPCD</p>	<p>Prior to commencement of project construction activities</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>then the Facilities Development Division may approve the alternate construction methods, at the Director's discretion.</p> <p>Required construction equipment fleet and methodologies approved by the Office of Statewide Planning and Development Facilities Development Division shall be included in the contract specifications for the applicant's construction contractor.</p>			
4.3 Biological Resources				
<p>4.3-1 The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, nor substantially reduce the number or restrict the range of a rare or endangered plant or animal.</p>	<p>No mitigation required. Conditions of Approval (COA) are listed below.</p> <p>COA-1: Preconstruction Nesting Bird Surveys</p> <p>If vegetation removal and initial ground-disturbing activities would occur during the nesting season (March 1 – July 31) of common bird species potentially nesting on the project site, surveys for active nests shall be conducted as described below.</p> <p>a) A qualified biologist shall conduct a pre-construction survey for nesting birds no more than 14 days prior to vegetation or tree removal or ground-disturbing activities. The survey shall be conducted in suitable nesting habitat both within the limits of construction as well as within 250 feet of the limits of construction. If suitable nest habitat within 250 feet of the limits of construction occurs beyond the project boundary into adjacent privately held lands, then the survey shall only be conducted within habitat up to the project site boundary. This includes trees</p>	<p>City of Stockton Community Development Department</p>	<p>Prior to vegetation or tree removal and ground-disturbing activities</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>and shrubs adjacent to the site within that buffer distance. If vegetation removal or ground-disturbance activities are delayed, additional nest surveys shall be conducted such that no more than 14 days elapse between the survey and vegetation removal or ground-disturbance activities.</p> <p>b) If any active nests are observed during the pre-construction surveys, a qualified biologist shall establish a suitable avoidance buffer from the active nest and construction activities. The buffer distance shall be determined based on factors such as the species of bird; the presence/absence of visual barriers between the disturbance and the nest; type, intensity and extent of the disturbance; timing relative to the nesting cycle; and anticipated construction schedule. Limits of construction to avoid active nests shall be established in the field with flagging, fencing, or other appropriate barriers and shall be maintained until the chicks have fledged and the nests are no longer active, as determined by the qualified biologist.</p> <p>c) If an active nest is identified in or adjacent to the construction zone after construction has started, work in the vicinity of the nest shall be halted until the qualified biologist can provide appropriate avoidance and minimization measures to ensure that the nest is not disturbed by construction. Appropriate measures may include a no-disturbance buffer until the birds have fledged and/or full-time monitoring by a qualified biologist during construction activities</p>			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>conducted in close proximity to the nest. The buffer distance shall be determined based on the same factors set forth in paragraph b.</p>			
	<p>COA-2: Preconstruction Roosting Bat Surveys</p> <p>a) To ensure compliance with California Fish and Game Code section 4150, if tree removal and building demolition will occur during peak bat activity periods (March 1–April 30 and August 1–October 31) when juvenile or overwintering bat species known to occur in the project region may be present, the following will be conducted to ensure protection of potentially occurring bats and their roosts on the project site. Additionally, and to the extent practicable, construction activities shall be restricted to daylight hours to reduce indirect and direct disturbance to roosting and foraging bat species.</p> <p>b) A pre-construction bat survey shall be conducted within 30 days of the removal of any trees or buildings. The survey shall include a visual inspection of potential roosting features (bats need not be present) and presence of guano in the construction footprint and within 50 feet of the footprint. If bats are found within the vacant buildings, or if individual bats are located within tree bark or tree crevices of trees to be removed, the individuals shall be evicted under the direction of a qualified biologist to ensure their protection and to avoid unnecessary harm.</p>	<p>City of Stockton Community Development Department</p>	<p>Prior to tree removal and building demolition</p>	
4.4 Cultural and Tribal Cultural Resources				
<p>4.4-2 The proposed project could cause a substantial adverse</p>	<p>MM 4.4-2: Unknown Subsurface Resources</p>	<p>City of Stockton Community</p>	<p>Prior to commencement of project construction and</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
<p>change in the significance of an historical resource of an archaeological nature or a unique archaeological resource.</p>	<p>Prior to construction, construction personnel shall receive brief “tailgate” training by a qualified archaeologist in the identification of archaeological resources and protocol for notification should such resources be discovered during construction work. Such tailgate training shall include discussion of the criteria that cause archaeological resources to qualify as either unique archaeological resources under Public Resources Code Section 21083.2, subdivision (g), or a historical resource of an archaeological nature under CEQA Guidelines Section 15064.5, subdivision (1)(a).</p> <p>In the event archaeological resources (e.g., sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards, can evaluate the significance of the find (i.e., determine whether the resources qualify as unique archaeological resources or historical resources of an archaeological nature) and determine whether or not additional study is warranted. Upon such a work stoppage, the City of Stockton’s Community Development Director (CDD) shall be notified immediately.</p> <ul style="list-style-type: none"> ○ If it is determined that unique archaeological resources or historical resources of an archaeological nature are present, the qualified archaeologist shall develop mitigation or treatment measures for consideration and approval by the City’s CDD. Mitigation shall be developed and 	<p>Development Department, Qualified archaeologist</p>	<p>ground-disturbing activities, and if archaeological resources are discovered during any phase of construction</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), preservation in place may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If approved by the City's CDD, such measures shall be implemented and completed prior to commencing further work for which grading or building permits were issued, unless otherwise directed by the City's CDD. Avoidance or preservation of unique archaeological resources or historical resources of an archaeological nature shall not be required where such avoidance or preservation in place would preclude the construction of important structures or infrastructure or require exorbitant expenditures, as determined by the City's CDD. Where avoidance or preservation are not appropriate for these reasons, the professional archaeologist, in consultation with the City's CDD, shall prepare a detailed recommended treatment plan for consideration and approval by the City's CDD, which may include data recovery. If employed, data recovery strategies for unique archaeological resources that do not</p>			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>also qualify as historical resources of an archaeological nature shall follow the applicable requirements and limitations set forth in Public Resources Code Section 21083.2. Data recovery will normally consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim of recovering important scientific data contained within the unique archaeological resource or historical resource of an archaeological nature. The data recovery plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals. If data recovery is determined by the City's CDD to not be appropriate, then an equally effective treatment intended to address the specific themes or research questions of significance associated with the data of that cultural resource shall be proposed, approved by the City's CDD, and implemented. Work may not resume within the no-work radius until the City's CDD, in consultation with the professional archaeologist, determines that the site either: (1) does not contain unique archaeological resources or historical resources of an archaeological nature; or (2) that the preservation and/or treatment</p>			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	measures have been completed to the satisfaction of the City's CDD.			
<p>4.4-3 The proposed project could potentially damage human remains during construction activities.</p>	<p>MM 4.4-3: Treatment of Human Remains</p> <p>If human remains are discovered at any project construction site(s) during any phase of construction, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the City of Stockton (City), the San Joaquin County coroner, and a qualified professional archaeologist shall be notified immediately. This boundary may be adjusted to meet the demands of ongoing work, so long as the location of all potential remains are effectively protected. The coroner shall examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands, in accordance with Section 7050(b) of the Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified by phone within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The Most Likely Descendent shall provide recommendations for management of these remains within 48 hours of being provided access to this site, or as otherwise agreed upon by the land owner and the City.</p> <p>The City shall be responsible for approval of recommended mitigation as it deems appropriate, taking into account the provisions of state law, as set forth in CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Section 5097.98 through</p>	<p>City of Stockton Community Development Department; San Joaquin County Coroner</p>	<p>If human remains are discovered during any phase of construction</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>Section 5097.994, as applicable. The applicant may choose to retain a Secretary of the Interior qualified archaeologist to review recommendations and to facilitate communication concerning human remains between the landowner and the Most Likely Descendant. If a find is archaeological in nature, Mitigation Measure 4.4-2 outlines required strategies for management.</p>			
<p>4.4-4 The proposed project could cause an adverse change in the significance of a tribal cultural resource.</p>	<p>MM 4.4-4: Tribal Cultural Resources</p> <p>To minimize the potential for destruction of or damage to existing or previously undiscovered burials, archaeological and tribal cultural resources and to identify any such resources at the earliest possible time during project-related earthmoving activities, the project applicant and its construction contractor(s) will implement the following measures:</p> <ul style="list-style-type: none"> ▪ Paid Native American monitors, compensated by the project applicant, from culturally affiliated Native American Tribes shall be invited to monitor the vegetation grubbing, stripping, grading or other ground-disturbing activities in the project area to determine the presence or absence of any cultural resources. Native American representatives from cultural affiliated Native American Tribes act as a representative of their Tribal government and shall be consulted before any cultural studies or ground-disturbing activities begin. 	<p>Designated Native American monitors and/or representatives</p>	<p>During project construction and ground-disturbing activities</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<ul style="list-style-type: none"> ▪ Consulting tribes and their designated Native American monitors and/or representatives shall have the authority to identify sites or objects of significance to Native Americans and to request that work be temporarily stopped, diverted or slowed if such sites or objects are identified within the direct impact area. Native American representatives shall be the primary consulted authority on Tribal Cultural Resources and shall recommend appropriate treatment of such sites or objects. All management strategies shall be in compliance with regulatory conditions and be implemented in coordination with mitigation pertaining to cultural resources and human remains (see mitigation measures 4.4-2 and 4.4-3). 			
4.6 Geology and Soils				
<p>4.6-8 The proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p>MM 4.6-8: Unanticipated Paleontological Discovery</p> <ul style="list-style-type: none"> a) Prior to construction, construction personnel shall receive brief “tailgate” training by a qualified archaeologist in the identification of paleontological resources and protocol for notification should such resources be discovered during construction work. b) If buried paleontological resources are inadvertently discovered during ground-disturbing activities, work shall stop within 50 feet of the find. Work shall not continue at the discovery site until a qualified paleontologist can examine the find to determine whether it includes or constitutes a unique paleontological resource and, if it 	<p>City of Stockton Community Development Department, Qualified paleontologist</p>	<p>Prior to commencement of construction activities, and if any paleontological resources are found during any phase of construction</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>is, formulate mitigation recommendations for consideration and approval by the City's Community Development Director (CDD). A unique paleontological resource means a paleontological resource about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one of the two following criteria: (1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; or (2) has a special and particular quality such as being the oldest of its type or the best available example of its type. Mitigation options shall include preserving the resource in place or recovering data and creating documentation for transmission to the University of California Museum of Paleontology or another institution of higher education with an established paleontological department or program. Avoidance or preservation in place of unique paleontological resources shall not be required where such avoidance or preservation would preclude the construction of important structures or infrastructure or require exorbitant expenditures, as determined by the City's CDD.</p>			
<p>4.6-9 The proposed project would not contribute to a cumulatively</p>	<p>See MM 4.6-8.</p>	<p>See MM 4.6-8.</p>	<p>See MM 4.6-8.</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
significant impact related to loss of paleontological resources.				
4.7 Greenhouse Gas Emissions				
<p>4.7-1 The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p>	<p>MM 4.7-1: GHG Emission Reduction Measures</p> <p>The following GHG emission reduction measures shall be implemented:</p> <ul style="list-style-type: none"> ▪ Structural support and the installation of solar panels shall be included in the Request for Proposal for the design and construction of the Expansion Project. ▪ The Parking Structure shall include conduit for Electric Vehicle Charging Stations (EVCS) sufficient to meet the minimum requirements of the 2022 California Green Building Standards Code 5.106.5.3 (“State CalGreen” i.e., 20% of parking structure spaces EV capable; 25% of preceding number EVCS actually installed), with the installation of EVCS subject to the exceptions stated in Cal Green section 5.106.5.3(1)(a)-(c). Dignity Health is not the provider of EV charging stations and relies upon third party contractors to provide proposals on and then install EV charging stations. If no acceptable proposals are received prior to opening of the parking structure, installation of EVCS may be phased consistent with occupancy of the acute care hospital tower. See also Mitigation Measure 4.7-2 regarding the Transportation Demand Management (TDM) Plan, second bullet point. 	<p>City of Stockton Community Development Department</p>	<p>Prior to approval of individual phases of development</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<ul style="list-style-type: none"> ▪ Long-term bicycle storage facilities such as bicycle lockers, pedestal posts, and rental bicycle lockers shall be provided. Installation of bicycle charging stations shall be managed through the TDM Plan presented in Mitigation Measure 4.7-2, second bullet point. ▪ Include the installation of both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to the California Air Resources Board (CARB), San Joaquin Valley Air Pollution Control District (SJVAPCD), and the building manager. ▪ Run conduit to designated locations for future electric truck charging stations at delivery dock locations. ▪ Post signs at every truck exit driveway providing directional information to the nearest truck route. ▪ Include exterior outlets on all buildings to allow the use of electrically-powered landscape equipment. The use of gas-powered landscape maintenance equipment shall be prohibited on site. ▪ Require the use of energy-efficient lighting LED for all street, parking, and building lighting. This reduces the amount of electricity consumed for outdoor lighting. ▪ Encourage telecommuting and alternative work schedules for those employees for whom remote work is acceptable. 			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<ul style="list-style-type: none"> ▪ Maximize the amount of drought tolerant landscaping. Turf shall be limited to high visibility areas. Low groundcover and native grasses shall be used as an alternative to turf. Any turf used shall be warm-season turf or shall have a plant species factor of 0.6 or lower. 			
	<p>MM 4.7-2: Transportation Demand Management Plan</p> <p>The project applicant shall prepare a campus-wide Transportation Demand Management (TDM) Plan. The TDM Plan shall include a variety of trip reduction strategies to increase opportunities for transit, bicycling and walking and to incentivize ridesharing and carpooling to reduce single-occupancy vehicle trips. The TDM Plan shall have as a goal to achieve at least a five percent reduction in employee vehicle miles traveled (VMT) compared with baseline VMT as projected to exist without the TDM Plan. The TDM Plan shall be published on both visitor and patient portions of the St. Joseph's public webpage, with focus on improving content to better publicize alternative transportation options to the public no later than the issuance of the demolition permit for the first phase of the project, and shall be updated prior to the approval of the certificates of occupancy for facilities included in each subsequent phase. The TDM Plan shall include, at a minimum, the measures set forth below, even if they result in more than the goal of a five percent reduction in employee VMT:</p> <ul style="list-style-type: none"> ▪ Expand upon existing alternative transportation programs through the following: 	City of Stockton Community Development Department	No later than the issuance of the demolition permit for the first phase of the project, and updated prior to the approval of the certificates of occupancy for facilities included in each subsequent phase	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<ol style="list-style-type: none"> 1. increase prime spaces for carpool parking based on current demand (i.e., 8) to projected future demand (i.e, 16). Review annually and increase as necessary to ensure sufficient spaces for carpools; 2. evaluate use of electrical vehicle charging stations (for bicycles and vehicles) prior to the certificate of occupancy for each phase to determine if demand has exceeded supply and identify in the TDM Plan the timeline for phased increases to electric charging stations when needed with the goal that supply remains slightly larger than demand to help incentivize electric vehicle purchases; 3. establish an incentives-based commuter program to encourage employees to carpool and take alternative modes of travel to the hospital; 4. increase availability and access to bicycle parking facilities; review annually and increase as necessary to ensure sufficient spaces for bicycles; 5. provide a free or low-cost ride home in cases of emergency for employees who use alternative transportation, such as carpooling, vanpooling, public transit, bicycling, and walking; 6. provide a transit bus pass to participating employees who agree to commute by transit rather than by single occupancy vehicle; 			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<ol style="list-style-type: none"> 7. engage with Regional Transit to enhance bus schedules and “VanGo” (i.e., dial-a-ride) services to the Medical Center and support these enhanced services to Regional Transit staff and/or Board of Directors; 8. through the wayfinding and signage program, include directions for employees, patients, and visitors to identify locations for carpool, bicycles, shuttles, and bus stops; 9. provide shuttle service during construction to transport employees or visitors from off-site parking locations to the Medical Center; 10. rotate existing Medical Center fleet (consisting of automobiles and service vans) with electric vehicles on a standardized replacement schedule with details specified in the TDM Plan (e.g., the earlier of a need for a repair that is not cost effective given the age of a vehicle or, alternatively, a mileage threshold), and which includes consideration of commercial availability, cost, the general driving range for a vehicle, and the availability of EV charging stations for vehicles with longer driving ranges, as well as other reasonable limitations as set forth in the TDM Plan; 11. add TDM Plan information to both visitor and patient portions of the St. Joseph’s public webpage, with focus on improving content to better publicize alternative transportation options to the public; 			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>12. provide information to employees about TDM Plan programs through (1) internal newsletter and (2) communication boards in employee gathering rooms (e.g., cafeteria, break rooms);</p> <p>13. set a reasonable goal for reduced single occupancy employee vehicle trips to and from the Medical Center and report progress towards that goal as part of the Development Agreement reports based on results of good faith surveys of employees;</p> <p>14. provide public notice via the St. Joseph's web page of the availability of a draft TDM Plan, a link on that web page to the draft TDM Plan, and a reasonable period of time for interested members of the public to comment on the draft TDM Plan before it is finalized.</p> <p>In the event that the measures set forth above are insufficient to achieve the goal of a five percent reduction in employee VMT compared with baseline VMT as projected to exist without the TDM Plan, the applicant shall consider additional feasible measures sufficient to make up the shortfall or, in the alternative, shall find means of reducing GHG emissions in amounts commensurate with GHG emissions associated with the VMT shortfall.</p>			
	<p>MM 4.7-3: GHG Emissions Reduction Program</p> <p>In order to reduce the remaining greenhouse gas (GHG) emissions to 0.50 metric tons of carbon dioxide equivalent (MT CO₂e)/service population/per year, the applicant shall pursue feasible measures</p>	<p>City of Stockton Community Development Department</p>	<p>Prior to approval of individual phases of development and issuance of building permits</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>that contribute to an off-site GHG emissions reduction program or involve the payment of GHG offset fees. Such measures shall be included within a greenhouse gas emissions report (“emissions report”) prepared by the applicant and submitted to the City as part of the building permit application for each phase of the project resulting in an increase in operational GHG emissions over baseline levels. The measures or offsets required in such phase-specific emissions report shall be limited to what is necessary for that phase to achieve its proportional share of the emissions reductions needed to achieve the overall efficiency threshold for the project as a whole (0.50 metric tons of carbon dioxide equivalent (MT CO₂e)/service population/per year). Any GHG offsets or GHG-mitigation credits included within such an emissions report must be real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code Section 38562, subdivisions (d)(1) and (d)(2), which are defined for purposes of this mitigation measure as follows:</p> <ol style="list-style-type: none"> I. Real—Represent reductions actually achieved (not based on maximum permit levels). II. Additional/surplus—Not already planned or required by regulation or policy (i.e., not double counted). III. Quantifiable—Readily accounted for through process information and other reliable data. 			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>IV. Enforceable—Acquired through legally binding commitments/agreements.</p> <p>V. Validated—Verified through accurate means by a reliable third party.</p> <p>VI. Permanent—Will remain as GHG reductions in perpetuity.</p> <p>Such offsets or credits, as included in a phase-specific emissions report as noted above, shall be based on protocols consistent with the criteria set forth in Section 95972, subdivision (a) of Title 17 of the California Code of Regulations, and shall not include offsets originating outside of California, except to the extent that the quality of any offsets originating outside of California, and their sufficiency under the standards set forth herein, can be verified by the City of Stockton in consultation with the San Joaquin Valley Air Pollution Control District (SJVAPCD). Offsets for GHG emissions originating from outside the United States shall not be permitted under any circumstances. All GHG offsets or GHG mitigation credits must be purchased through one of the following:</p> <ul style="list-style-type: none"> I. a CARB-approved registry, such as the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard; II. any registry approved by CARB to act as a registry under the California Cap and Trade program; 			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>III. the California Air Pollution Control Officers Association (CAPCOA) GHG Rx program; or</p> <p>IV. any GHG offset or GHG mitigation program adopted the SJVAPCD.</p> <p>For purposes of preparation of such an emissions report, what is “feasible,” as that word is used in the phrase “feasible measures that contribute to an off-site GHG emissions reduction program or involve the payment of GHG offset fees,” is a function of the technical viability and overall cost of carbon offsets, and, specifically, whether such offsets (i) are reasonably commercially available, (ii) would be prohibitively expensive for the nonprofit applicant in light of the financial challenges of providing health care services, (iii) would materially increase the cost of the health care provided by the applicant, or (iv) would render the overall project or phase of the project economically infeasible within the meaning of CEQA case law such as Uphold Our Heritage v. Town of Woodside (2007) 147 Cal.App.4th 587, 598-601 [proposal may be infeasible if “the marginal costs ... are so great that a reasonably prudent property owner would not proceed with” the proposal].)</p> <p>The City may not issue a building permit for a project phase requiring an emissions report until the City’s CDD has approved the emissions report for that phase. The CDD may use outside expertise in reviewing and approving the emissions report.</p> <p>If the applicant submits a proposed phase-specific emissions report that does not meet the performance standard of 0.50 metric tons of carbon</p>			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>dioxide equivalent (MT CO2e)/service population/year for that phase because the applicant believes that obtaining all of the offsets required to meet that level of reduction is infeasible, the applicant shall so inform the City's CDD in a separate feasibility report submitted in connection with the proposed emissions report.</p> <p>The feasibility report shall state in writing all of the applicant's reasons for concluding that the acquisition of some or all of the ostensibly required carbon offsets is infeasible. The CDD shall relieve the applicant of its ostensible obligation to provide such offsets only if he or she finds that the applicant's conclusions on the issue of feasibility are supported by substantial evidence and conform to the definition of "feasible" set forth above.</p> <p>If the CDD determines that the feasibility report is not supported by substantial evidence and the applicant cannot be relieved of its ostensible obligation to provide offsets, he or she may approve the emissions report with some or all of the contested offsets despite the applicant's objections. The applicant may withdraw both its proposed emissions report and its request for a building permit for the phase rather than proceed with what the applicant considers to be an infeasible emissions report. Under such a circumstance, the applicant may choose to prepare a modified emissions report or a modified feasibility report, leading to subsequent consideration by the City's CDD of the modified emissions report or the same emissions report with an updated feasibility report.</p>			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<p>Following CDD approval of a phase-specific emissions report acceptable to the applicant, the report shall be posted in a prominent place on the City's website, along with notice to the public that any interested party may file an Appeal pursuant to Stockton Municipal Code (SMC) Section 16.100. The emissions report approval and notice of the right to appeal shall be included within that portion of the City's website devoted to activities of the Community Development Department. Consistent with SMC 16.100.020, the Planning Commission's decision may be appealed to the City Council. The decision of the City Council shall be final in accordance with SMC 16.100.040(J)(2). City Council has the option of affirming, reversing, adding additional conditions to address an issue, or referring back to the Planning Commission or CDD pursuant to SMC 16.100.040(G).</p> <p>After the approval of a phase-specific emissions report but before the issuance of a certificate of occupancy for that phase, the applicant shall demonstrate compliance with the emissions report through the submission of phase-specific compliance reports to the CDD that identify the offsite measures and/or carbon offsets that have been implemented or obtained. The reports shall include: (i) the applicable protocol(s) associated with the carbon offsets, (ii) the third-party confirmation/verification reports affiliated with the carbon offset projects, (iii) the unique serial numbers assigned by the registry(ies) to the carbon offsets to be retired to ensure that the offsets cannot be further used in any</p>			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	manner, and (iv) the locational attributes of the carbon offsets.			
4.7-2 The proposed project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	See MMs 4.7-1, 4.7-2, and 4.7-3.	See MMs 4.7-1, 4.7-2, and 4.7-3.	See MMs 4.7-1, 4.7-2, and 4.7-3.	
4.7-3 The proposed project would result in cumulatively considerable impacts with regard to greenhouse gas emissions.	See MMs 4.7-1, 4.7-2, and 4.7-3.	See MMs 4.7-1, 4.7-2, and 4.7-3.	See MMs 4.7-1, 4.7-2, and 4.7-3.	
4.8 Hazards and Hazardous Materials				
4.8-1 The proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	<p>MM 4.8-1: Lead-based Paint Abatement</p> <p>Prior to demolition permit issuance, the project applicant or their contractor shall retain a certified abatement contractor to prepare an abatement work plan in compliance with state and federal regulations for removal of lead-based paint identified on the outside doors of the McCloud and Main Hospital Wing buildings and include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. In addition, a certified contractor shall collect soil samples in the locations identified in the Phase 2 ESA to be tested to ensure any soil exported off-site or stockpiled soil on-site does not exceed 50 mg/kg. Demolition plans and contract specifications shall incorporate any necessary abatement measures for the removal of materials containing lead-based paint to the</p>	City of Stockton Community Development Department	Prior to demolition permit issuance and during lead-based paint abatement activities	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	satisfaction of the City's Community Development Department.			
4.9 Noise				
<p>4.9-1 The proposed project could result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project substantially above levels without the project or in excess of standards established in the City's general plan or noise ordinance, or applicable standards of other agencies.</p>	<p>MM 4.9-1: Construction Noise</p> <p>Construction operations performed between 6:30 a.m. and 7:00 a.m. Monday through Friday, weekends and holidays shall comply with the following requirements:</p> <ul style="list-style-type: none"> ▪ Equipment shall be operated to minimize banging, clattering, buzzing, and other annoying types of noises, especially near residential and other noise sensitive areas prior to work commencing between 6:30 a.m. and 7:00 a.m. Monday through Friday, weekends and holidays. ▪ To the extent feasible, configure the construction site in a manner that keeps noisier equipment and activities as far as possible from noise sensitive locations and nearby buildings. <ul style="list-style-type: none"> - All auditory back-up alarms shall be disarmed and not reactivated until 7:00 a.m. on weekdays, weekends and holidays. - Signal persons and strobe lights must be used during periods when the back-up alarms are disarmed. ▪ Schedule high noise-producing activities, such as demolition or grading operations/equipment, to only occur between the hours of 7:00 a.m. and 4:00 p.m., weekdays, weekends and holidays, to minimize potential disruption to sensitive uses. 	<p>City of Stockton Community Development Department</p>	<p>During project construction activities</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<ul style="list-style-type: none"> ▪ Minimize noise-intensive activities/operations between 6:30 a.m. and 7:00 a.m., weekdays, weekends and holidays by doing the following: <ul style="list-style-type: none"> - Plan noisier operations during times of highest ambient noise levels (i.e., daytime hours, 7:00 a.m. to 4:00 p.m.). - Keep noise levels relatively uniform; avoid excessive and impulsive noises. - Turn off idling equipment. 			
	<p>MM 4.9-2: Central Utility Plant Operational Noise</p> <p>Central Utility Plant operational noise levels shall be minimized through project site design, including the construction of localized barriers, and the use of acoustical absorption materials, as outlined below.</p> <ul style="list-style-type: none"> ▪ All mechanical equipment with the potential to generate excessive noise levels shall be fitted with intake and exhaust silencers, or acoustical enclosures sufficient to reduce noise levels to comply with City of Stockton noise standards. ▪ Mechanical equipment with the potential to generate excessive noise levels shall be located within the Central Utility Plant building wherever possible. Building penetrations such as fresh air intakes shall be fitted with acoustical louvers. ▪ Noise generating equipment not located within the Central Utility Plant building or within adjacent service yards shall be shielded from direct line-of-sight to nearby noise-sensitive uses (approximately 475 feet to the west and 1,000 feet to the east) through the use of localized noise barriers, rooftop parapets, sound rated mechanical screens or intervening structures. 	<p>City of Stockton Community Development Department</p>	<p>Prior to approval of site plan</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<ul style="list-style-type: none"> ▪ The Central Utility Plant and other mechanical equipment shall be located a sufficient distance from nearby noise sensitive receptors (approximately 475 feet to the west and 1,000 feet to the east), so that mitigated noise levels do not exceed City of Stockton noise level performance standards. 			
	<p>MM 4.9-3: Parking Structure ADA Ingress and Egress Notification System</p> <p>The Parking Structure ADA ingress and egress notification system shall be minimized through project site design, including the selection of equipment capable of complying with the City of Stockton noise standards, equipment location, construction of localized acoustic screens, and providing documentation of compliance with the City of Stockton noise standards.</p> <ul style="list-style-type: none"> ▪ During equipment specification and selection processes, an auditory notification system capable of either being able to achieve compliance with City noise standards based on the equipment configuration; or, <ul style="list-style-type: none"> - Equipment selection shall place considerable deference to state-of-the-art equipment offering the best available acoustical performance (i.e., equipment configurable to produce the lowest acoustic energy as possible, while still achieving the necessary levels for appropriate notification). 	<p>City of Stockton Community Development Department</p>	<p>Prior to approval of site plan</p>	

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<ul style="list-style-type: none"> ▪ For equipment specified or selected for inclusion in the Parking Structure ingress and egress notification system that is not capable of being configured and installed in a manner to inherently achieve compliance with the City of Stockton noise standards, documentation shall be provided to the City demonstrating compliance with the City of Stockton noise standards at the nearby noise-sensitive receptors. - Demonstration of compliance may be provided through substantial reference sound level data from the equipment supplier/manufacturer, or through consultation with a qualified acoustical consultant. - Should it be necessary to retain a qualified acoustical consultant to demonstrate compliance with the City noise standards, or if the manufacturer reference sound level data is deemed incomplete or insufficient, a qualified acoustical consultant shall be retained at the applicants expense to evaluate the manufacturer reference noise level data, demonstrate and provide documentation to the City that the sound levels produced by the notification system shall comply with City noise standards. 			

Mitigation Monitoring and Reporting Program Matrix

Environmental Impact	Mitigation Measure	Monitoring Responsibility	Mitigation Timing	Verification (Date/Initials)
	<ul style="list-style-type: none"> - Should manufacturer sound level data not fully demonstrate compliance with the City noise standards, or if a supplemental analysis is performed post-construction, the sound level testing shall be performed by a qualified acoustical consultant or City Code Enforcement Officer familiar with and capable of documenting the notification system sound levels through the use of a precision integrating sound level meter or measurement platform that meets or exceeds the ANSI standards for type 1 or 2 sound level meters. 			
4.11 Transportation and Circulation				
4.11-1 The proposed project could conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	MM 4.11-1: Traffic Signal Prior to obtaining a Certificate of Occupancy, the project applicant shall coordinate with the City of Stockton on the design, construction, and implementation of a new traffic signal at the intersection of Cemetery Lane/E. Harding Way. The project applicant shall be fully responsible for the installation of the signal which would accommodate the expected future traffic demand, improve pedestrian safety, and improve emergency access via integrated traffic signal pre-emption for the adjacent Stockton Fire Station No. 9.	City of Stockton Community Development Department	Prior to obtaining a Certificate of Occupancy	