



City of Stockton

City Council/Successor
Agency of the
Redevelopment
Agency/Public Financing
Authority/Parking Authority
Concurrent Agenda

Meeting Agenda - Final

City Council/Successor Agency to the Redevelopment Agency/Public Financing Authority/Parking Authority Concurrent

Michael D. Tubbs Mayor/Chair
Daniel R. Wright Vice Mayor/Vice Chair (District 2)
Sol Jobrack (District 1)
Paul Canepa (District 3)
Susan Lenz (District 4)
Christina Fugazi (District 5)
Jesus M. Andrade (District 6)

Tuesday, July 28, 2020

4:00 PM

Council Chamber, City Hall, 425 N. El Dorado
Street, Stockton CA

Closed Session 4:00 PM :: Regular Session 5:30 PM

During this time of local health concerns, City Hall has limited socially-distanced seating available to the public. Due to these concerns, you are strongly encouraged to watch the meeting online and you can submit your public comments electronically.

1. You can view the live meeting at <http://www.stocktongov.com/government/Meetings/councilMeetings.html> or cable tv Channel 97.
2. eComment - click <https://stockton.granicusideas.com/meetings> to submit an eComment(s). Only one comment per agenda item, per person will be read into the record.
3. Email – City.Clerk@stocktonca.gov if you prefer to email your comments in. Only one comment per agenda item, per person will be read into the record.
4. Public comment voicemail - (209) 937-8459 if you wish to leave your public comment in the form of a voicemail, it will be transcribed and emailed to the City Clerk. Only one comment per agenda item, per person will be read into the record.

1. **CLOSED SESSION CALL TO ORDER/ROLL CALL**
2. **ADDITIONS TO CLOSED SESSION AGENDA**
3. **ANNOUNCEMENT OF CLOSED SESSION**
- 3.1 [20-6798](#) **CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION**

Number of Cases: Two

Name of Case: City of Stockton v. San Joaquin County Emergency
Medical Services Agency (San Joaquin County
Superior Court Case No.
STK-CV-UWM-2020-04909)

Name of Case: Kurt Wilson v. City Council of Stockton, et al. (San
Joaquin County Superior Court Case No.
STK-CV-UWM-2019-12404)

This Closed Session is authorized pursuant to section 54956.9(a)
of the Government Code.

Department: City Attorney

3.2 [20-6800](#) **CONFERENCE WITH LABOR NEGOTIATOR**

Recommended Action: Agency Designated Representative: City Manager Harry Black

Employee Organizations: Unrepresented Units, Stockton City Employees'
Association, Operating Engineer's Local 3, Mid-Management/Supervisory
Level Unit, Unrepresented Management/Confidential, Law Department,
Stockton Police Management Association, Stockton Firefighters Local 456
International Association of Firefighters, Stockton Fire Management,
Stockton Police Officers' Association (SPOA)

This Closed Session is authorized pursuant to section 54957.6(a) of the
Government Code.

Department: City Attorney

3.3 [20-6802](#) **PUBLIC EMPLOYEE PERFORMANCE EVALUATION:**

Recommended Action: City Manager, City Attorney, City Clerk

This Closed Session is authorized pursuant to Government Code section
54957.

Department: City Attorney

3.4 [20-6804](#) **CONFERENCE WITH LEGAL COUNSEL - POTENTIAL LITIGATION**

Recommended Action: Number of Cases: One

Based on existing facts and circumstances, there is significant exposure
to litigation pursuant to Government Code section 54956.9(b).

Department: City Attorney

4. **PUBLIC COMMENT***

5. **RECESS TO CLOSED SESSION**

6. **REGULAR SESSION CALL TO ORDER/ROLL CALL**

7. **INVOCATION/PLEDGE TO FLAG**

8. REPORT OF ACTION TAKEN IN CLOSED SESSION

9. ADDITIONS TO REGULAR SESSION AGENDA***

10. RECOGNITIONS, ANNOUNCEMENTS, OR REPORTS

11. CONSENT AGENDA

11.1 [20-6862](#) ACCEPT THE FISCAL YEAR 2019-20 THIRD QUARTER BUDGET
UPDATE AND APPROVE THE RECOMMENDED BUDGET
AMENDMENTS

Recommended Action: RECOMMENDATION

It is recommended that the City Council adopt a resolution to:

1. Accept this budget status report on the results of the third quarter of Fiscal Year (FY) 2019-20.
2. Authorize the budget amendments to the FY 2019-20 Annual Budget in the General Fund and Downtown Marina Fund.

It is recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of the resolution.

Department: Administrative Services

Attachments: [Attachment A - FY19-20 Third Quarter Budget Update](#)
[Attachment B - FY19-20 Third Quarter Revenues](#)
[Attachment C - FY19-20 Third Quarter Update](#)
[Proposed Resolution - 3rd Quarter Budget Update](#)

11.2 [20-6757](#) RESOLUTION TO ADOPT THE SUMMARY VACATION OF A
PORTION OF PUBLIC UTILITY EASEMENTS AT CORNERSTONE II

Recommended Action: RECOMMENDATION

It is recommended that the City Council adopt a resolution:

1. Approving the summary vacation of a portion of public utility easements at Cornerstone II.
2. Authorizing the filing of a Notice of Exemption No. 31-20 under the California Environmental Quality Act for the vacation of a public utility easements at Cornerstone II.
3. Authorizing the City Manager, or designee, to take all the necessary and appropriate actions to carry out the purpose and intent of this resolution.

Department: Economic Development

Attachments: [Attachment A - Vicinity Map](#)

[Attachment B - Aerial Map](#)

[Proposed Resolution - Summary Vacation](#)

[Exhibit 1 - Lot 49 Legal description](#)

[Exhibit 2 - Lot 49 Plat](#)

[Exhibit 3 - Lot 67 Legal description](#)

[Exhibit 4 - Lot 67 Plat](#)

[Exhibit 5 - Notice of Exemption 31-20](#)

**11.3 [20-6205](#) RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A
LEASE AMENDMENT WITH LOCAL AGENCY FORMATION
COMMISSION AT 509 WEST WEBER AVENUE**

Recommended Action: RECOMMENDATION

It is recommended that the City Council adopt a resolution to:

- 1) Authorize a Lease Amendment to the lease with Local Agency Formation Commission for office space in the Waterfront Towers (509 West Weber Avenue).
- 2) Authorize the City Manager, or designee, to take all the necessary and appropriate actions to carry out the purpose and intent of this resolution.

Department: Economic Development

Attachments: [Attachment A - LAFCO Lease](#)

[Proposed Resolution - LAFCO Lease Amendment](#)

[Exhibit 1 - Lease Amendment - LAFCO 7-28-2020](#)

**11.4 [20-6841](#) APPROVE A RESOLUTION AUTHORIZING THE CITY MANAGER TO
ACCEPT A GRANT FROM THE FEDERAL EMERGENCY**

**MANAGEMENT AGENCY FOR THE 2020 ASSISTANCE TO
FIREFIGHTERS GRANT-SUPPLEMENTAL**

Recommended Action: RECOMMENDATION

It is recommended that the City Council approve a resolution to:

1. Authorize the City Manager to accept a grant from the Federal Emergency Management Agency for the 2020 Assistance to Firefighters Grant-Supplemental in the amount of \$100,931.83; and
2. Authorize the City Manager to transfer \$10,093.18 from the General Fund grant match appropriation account to cover the required 10% local match; and
3. Authorize the City Manager to appropriate grant revenues, grant match and expenditures in the amount of \$111,025.01; and
4. Authorize the City Manager to take appropriate and necessary actions to carry out the purpose and intent of this motion.

Department: Fire

Attachments: [Proposed Resolution - Assistance to Firefighters Grant](#)

**11.5 [20-6476](#) **CREATE A NEW CLASSIFIED/REPRESENTED CLASSIFICATION
OF FIRE TELECOMMUNICATOR CALL TAKER FOR THE
STOCKTON FIRE DEPARTMENT AND APPROVE THE SALARY
RANGE****

Recommended Action: RECOMMENDATION

It is recommended that the City Council adopt a resolution creating a new classified/represented classification of Fire Telecommunicator Call Taker (Fire Call Taker) and approve the proposed salary range.

Department: Human Resources

Attachments: [Proposed Resolution - Fire Telecommunicator Call Taker](#)

**11.6 [20-6771](#) **AWARD A CONSTRUCTION CONTRACT TO SLATER
WATERPROOFING, INC. FOR THE DIGESTER WALL REPAIRS****

Recommended Action: RECOMMENDATION

It is recommended that the City Council adopt a resolution to:

1. Approve the filing of Notice of Exemption No. NOE26-20 under the California Environmental Quality Act (CEQA) for the Digester Wall Repairs, Project No. M43000 (Exhibit 1 to the Resolution).
2. Approve the project plans and specifications for the Digester Wall Repairs, Project No. M43000.
3. Award a Construction Contract in the amount of \$131,108 to Slater Waterproofing, Inc. of Montclair, California, for the Digester Wall Repairs, Project No. M43000 (Exhibit 2 to the Resolution).

It is also recommended that the City Manager be authorized to take appropriate actions to carry out the purpose and intent of this resolution.

Department: Municipal Utilities

Attachments: [Proposed Resolution - Slater Waterproofing Contract](#)

[Exhibit 1 - NOE](#)

[Exhibit 2 - Construction Contract](#)

11.7 [20-6796](#) **ADOPT A RESOLUTION OF INTENTION TO ANNEX TERRITORY
AND THE FORMATION OF A NEW ZONE IN THE STOCKTON
CONSOLIDATED STORM DRAINAGE MAINTENANCE
ASSESSMENT DISTRICT**

Recommended Action:

RECOMMENDATION

It is recommended that the City Council approve a Resolution of Intention to:

1. Annex territory to a Municipal Improvement District and the formation of a Zone (Stockton Consolidated Storm Drainage Maintenance Assessment District No. 2005-1, BD Homes Subdivision, Zone 15) to maintain and operate storm drainage improvements.
2. Specify that public interest would be served by establishing the Zone and levying annual assessments for the costs to maintain and operate the storm drainage improvements.
3. Preliminarily approve the Engineer's Report, approve a proposed boundary map, and appoint Engineer of Work.
4. Set date for the Public Hearing of Protests and provide for Property Owner Ballots on September 29, 2020 and direct the City Clerk to mail a public notice to the affected property owners at least forty-five days before the hearing date (to be mailed by August 14, 2020).

It is also recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of the Resolution.

Department: Municipal Utilities

Attachments: [Attachment A - Engineer's Report](#)

[Attachment B - Location Map](#)

[Attachment C - District 2005-1](#)

[Proposed Resolution - BD Homes - Zone 15](#)

[Exhibit 1 - Zone 15 Improvements to be Maintained](#)

11.8 [20-6807](#)

**AUTHORIZE TRANSIT-ORIENTED DEVELOPMENT HOUSING
PROGRAM APPLICATION WITH VISIONARY HOME BUILDERS OF
CALIFORNIA, INC. FOR LA PASSEGGIATA APARTMENT PROJECT**

Recommended Action: RECOMMENDATION

It is recommended that the City Council adopt a resolution to:

1. Approve the Notice of Exemption No. NOE35-20 under the California Environmental Quality Act for the La Passeggiata Apartment project.
2. Authorize the City Manager to submit a joint application with Visionary Home Builders of California, Inc. to the State of California Department of Housing and Community Development for funding under the Transit-Oriented Development Housing Program for the La Passeggiata Apartment project.

It is also recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of this resolution.

Department: Public Works

Attachments: [Attachment A - Vicinity Map](#)
[Proposed Resolution - LPA TOD](#)
[Exhibit 1 - NOE35-20](#)

11.9 [20-6668](#) **APPROVE MOTION TO AWARD A PROFESSIONAL SERVICES CONTRACT FOR THE SYSTEMIC SAFETY ANALYSIS REPORT PROGRAM**

Recommended Action: RECOMMENDATION

It is recommended that the City Council approve a motion to:

1. Award a Professional Services Contract to Kittelson and Associates, Inc., of Oakland, CA, in the amount of \$179,980.78, for the preparation of the Systemic Safety Analysis Report Program, Project No. PW1813.
2. Approve findings pursuant to Stockton Municipal Code section 3.68.070 in support of an exception to the competitive bidding process.

It is also recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of this motion.

Department: Public Works

Attachments: [Attachment A - Professional Services Contract](#)

11.10 [20-6300](#) **ADOPT RESOLUTION TO AUTHORIZE THE BRIDGE REHABILITATION AND REPLACEMENT PROJECT**

Recommended Action: RECOMMENDATION

It is recommended that the City Council adopt a resolution to:

1. Adopt the Final Initial Study/Mitigated Negative Declaration under the California Environmental Quality Act for the Bridge Rehabilitation and Replacement, Project No. PW1603/Federal Project No. BPMP-5008(157).
2. Approve the plans and specifications for the Bridge Rehabilitation and Replacement, Project No. PW1603/Federal Project No. BPMP-5008(157).

It is also recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of this resolution.

Department: Public Works

Attachments: [Attachment A - Vicinity Map](#)
[Proposed Resolution - Bridge Rehab and Replacement](#)
[Exhibit 1 - Final Initial Study/Mitigated Negative Declaration](#)

11.11 [20-6473](#) APPROVE MOTION TO AWARD A PROFESSIONAL SERVICES CONTRACT FOR THE CENTRAL STOCKTON ROAD DIET AND STRIPING CONNECTIONS PROJECT

Recommended Action: RECOMMENDATION

It is recommended that the City Council approve a motion to:

1. Award a Professional Services Contract to W-Trans, of Santa Rosa, CA, in the amount of \$146,276, for design of the Central Stockton Road Diet and Striping Connections, Project No. PW1811.
2. Approve findings pursuant to Stockton Municipal Code section 3.68.070 in support of an exception to the competitive bidding process.

It is also recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of this motion.

Department: Public Works

Attachments: [Attachment A - Vicinity Map](#)
[Attachment B - Professional Services Contract](#)

12. ADMINISTRATIVE MATTERS

13. UNFINISHED BUSINESS

14. NEW BUSINESS

15. HEARINGS**

15.1 [20-6785](#) PUBLIC HEARING TO APPROVE A RESOLUTION OVERRULING PROTESTS, ADOPTING THE DELINQUENT UTILITY SERVICE ASSESSMENT REPORT, AND DIRECTING THE ASSESSMENTS BE PLACED ON THE SAN JOAQUIN COUNTY TREASURER/TAX-COLLECTOR'S TAX ROLL

Recommended Action: RECOMMENDATION

Conduct a public hearing to consider all objections or protests to the proposed Delinquent Utility Service Charges, 2020 Assessment Report ("2020 Assessment Report") for delinquent water, sewer, solid waste collection, and stormwater service charges ("utility service charges") incurred by property owners.

After the public hearing, if a majority protest does not exist, it is recommended that the City Council approve a resolution to:

1. Overrule all public protests;
2. Confirm the unpaid utility service charges set forth in the 2020 Assessment Report;
3. Adopt the 2020 Assessment Report;
4. Direct the assessments to be placed on the San Joaquin County Treasurer-Tax Collector's Tax Roll; and
5. Authorize the City Manager to take any necessary and appropriate actions to carry out the purpose and intent of the resolution.

Department: Administrative Services

Attachments: [Attachment A - 2020 Assessment Report Admin Order](#)
[Proposed Resolution - 2020 Assessment](#)
[Exhibit 1 - 2020 Assessment List as of June 30, 2020](#)

15.2 [20-6733](#) GENERAL PLAN AMENDMENT, REZONE AND ADDENDUM TO A MITIGATED NEGATIVE DECLARATION TO ALLOW CONSTRUCTION OF A NEW AUTOMATED CAR WASH, LOCATED AT 2910 EIGHT MILE ROAD (APPLICATION NO. P19-0411)

Recommended Action:

RECOMMENDATION

Staff recommends the City Council adopt:

1. A resolution adopting an Addendum to a previously approved Mitigated Negative Declaration;

2. A resolution approving a General Plan Land Use Map Amendment to change a portion of APN 070-670-01 from High-Density Residential to Commercial; and

3. An ordinance approving a Zoning Map Amendment to change a portion of APN 070-670-01 from RH (Residential, High-Density) to CG (Commercial, General).

Department: Community Development

Attachments: [Attachment A - Project Location](#)

[Attachment B - Project Plans](#)

[Attachment C - Planning Commission Action](#)

[Proposed Resolution - MND Addendum](#)

[Exhibit 1 - MND Addendum](#)

[Proposed Resolution - General Plan Amendment](#)

[Exhibit 1 - General Plan Amendment](#)

[Proposed Ordinance - Rezone](#)

[Exhibit 1 - Rezone](#)

- 16. PUBLIC COMMENTS* – MATTERS NOT ON THE AGENDA
- 17. CITY MANAGER'S COVID-19 UPDATE
- 18. COUNCIL COMMENTS
- 19. ADJOURNMENT

CERTIFICATE OF POSTING

I declare, under penalty of perjury, that I am employed by the City of Stockton and that I caused this agenda to be posted in the City Hall notice case on July 21, 2020, in compliance with the Brown Act.

**Eliza R. Garza, CMC
City Clerk**

By: _____

Deputy

**Citizens may comment on any subject within the jurisdiction of the City Council/Successor Agency to the Redevelopment Agency/Public Finance Authority/Parking Authority, including items on the Agenda. Each speaker is limited to three minutes. Speakers must submit "Request to Speak" cards to the City Clerk, and be prepared to speak when called. No speaker cards will be received after the close of the Citizen's Comments portion of the meeting.*

***Speakers should hold comments on items listed as a Hearing until the Hearing is opened. If a large number of people desire to speak at a Hearing, the Mayor/Chair may reduce the amount of time allocated to each speaker to three (3) minutes.*

****Additions to the Agenda - Government Code Section 54954.2(b)(2), allows members of the City Council present at the meeting to take immediate action, with either a two-thirds or unanimous vote, to place an item on the agenda that action must be taken and that the item came to the attention of the City subsequent to the agenda being posted.*

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

In accordance with the Americans With Disabilities Act and California Law, it is the policy of the City of Stockton to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the Office of the City Clerk located at 425 North El Dorado Street, Stockton, California 95202 during normal business hours or by calling (209) 937-8459, at least 5 days in advance of the hearing/meeting. Advance notification within this guideline will enable the City/Agency to make reasonable arrangements to ensure accessibility.

Materials related to an item on this agenda submitted to City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office at 425 North El Dorado Street, Stockton, California 95202, during normal business hours. Such documents are also available on the City's website at www.stocktongov.com subject to staff's ability to post the documents before the meeting.

CHALLENGING CITY DECISIONS: The time limit within which to commence any lawsuit or legal challenge to any quasi-judicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-judicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Stockton, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.



City of Stockton

Legislation Text

File #: 20-6862, Version: 1

ACCEPT THE FISCAL YEAR 2019-20 THIRD QUARTER BUDGET UPDATE AND APPROVE THE RECOMMENDED BUDGET AMENDMENTS

RECOMMENDATION

It is recommended that the City Council adopt a resolution to:

1. Accept this budget status report on the results of the third quarter of Fiscal Year (FY) 2019-20.
2. Authorize the budget amendments to the FY 2019-20 Annual Budget in the General Fund and Downtown Marina Fund.

It is recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of the resolution.

Summary

Staff's review of the financial results for the nine months ending March 31, 2020, indicates revenues and expenditures are tracking close to budgeted estimates with variances of less than three percent. Through the third quarter, General Fund revenues totaled \$157.9 million, and expenses totaled \$174.2 million. If current trends continue, overall General Fund expenditures will end the year at approximately \$248.5 million, coming in under the Approved Budget by \$7.1 million (2.8 percent). Expenses are projected to exceed the budget by year-end for the Downtown Marina, Homeless Programs, and Other Administration. Revenue collections are currently projected to end the year approximately \$1.7 million (0.7 percent) higher than budgeted. The net effect of projected revenue and expenditure variances is an \$8.8 million increase to the General Fund ending available balance from the Approved budget. The revised total projected balance is \$50.6 million. The updated projection of ending available balance for FY 2019-20 is more than both the Second Quarter Budget Update and the estimate available when Council adopted the FY 2020-21 Annual Budget on June 23, 2020. Staff will continue to monitor revenues and expenditures and return to Council with a year-end report in the fall.

Staff reviewed all other City funds to determine significant budget variances and identified the one amendment needed for the Downtown Marina Fund. A few additional funds are expected to experience overages by year-end with no recommended action at this time as revenues and expenses are finalized for FY 2019-20. These funds include the Recreation Fund, General Liability Internal Service Fund (ISF), Workers' Compensation ISF, Unemployment ISF, and the Compensated Absences ISF.

DISCUSSION

Background

The Council remains committed to transparency and financial responsibility with the continuation of Fiscal Sustainability as one of its strategic targets. This budget status update is provided in support of that objective.

The Council adopted the FY 2019-20 annual city-wide budget of \$759.6 million, including \$230.1 million in the City's General Fund, on June 18, 2019. Administrative and Council-approved amendments to the adopted budget increased total General Fund expenditure appropriations to \$255.6 million. The Second Quarter Budget Report based on activity through December 31, 2019, projected net savings of \$5.7 million, which increased the ending fund balance to \$46.0 million. The FY 2020-21 Annual Budget released on May 15, 2020, projected an FY 2019-20 ending balance of \$49.7 million in the General Fund.

Present Situation

General Fund Budget Status Update

General Fund expenditures and revenues for the first nine months of the current fiscal year are shown in Attachments A and B. Attachment A summarizes the City's General Fund revenues, expenditures, and available balance by Approved Budget, Year to Date Activity as of March 31, 2020, Third Quarter Projection, and variance amounts. The Approved Budget assumed the General Fund would end the fiscal year with an available balance of \$41.8 million. The revised projections indicate revenues will end the year above the budgeted level by \$1.7 million, and expenditures will be approximately \$7.1 million less than budget for a net increase in the available balance of \$8.8 million. The third-quarter fund balance projections are higher than the year-end estimates included in the Second Quarter Budget Report. The projected ending available balance of \$50.6 million is an increase of \$4.6 million compared to the Second Quarter Budget Report projection. The change in projected fund balance is the result of higher revenues compared to prior estimates.

On June 30, 2020, the fund balance is anticipated to fully fund the Priority 1 Working Capital Reserve of \$41.3 million in accordance with the Reserve and Fund Balance policy for the General Fund. The remaining \$9.3 million will be beneficial in efforts to maintain sufficient General Fund reserves during the current tumultuous economic situation. The FY 2020-21 Adopted Budget spends \$24.4 million out of reserves. Staff recommends that fund balance not needed to support future year operations be added to the Known Contingency Reserves, which reflects items that are planned expenditures. Per Council policy, the Known Contingency Reserve is used for recruitment and retention, the Enterprise Resource Program (ERP) project, pension costs, and other infrastructure needs. Because there is insufficient funding for the \$46.5 million Known Contingency target, no additional funds will be provided towards the Risk-Based Reserve, which is intended to protect against economic uncertainties and unforeseen events. The Risk-Based Reserve will remain at \$5.0 million.

The City does not receive General Fund tax revenues in a regular monthly pattern, so third-quarter actual revenues are less than 75 percent of budgeted revenues. The timing of expenses is more consistent than revenues. However, the General Fund does include some budgeted items that will

be paid in large lump sums and cause variances when reviewed quarterly. The information below indicates our best analysis of the trends evident from available data and projections for year-end performance compared to the budget based on this review.

Budget Adjustments

Throughout the fiscal year, the Council may adjust the budget. The Approved Budget column on Attachment A includes all adjustments made through the third quarter, including various adjustments approved in the Second Quarter Budget Report and other subsequent Council agenda items, including labor agreements approved between April and June. The General Fund approved expenditure budget is \$255.6 million, an increase of \$1.5 million since the Second Quarter Budget Report as a result of the labor agreements mentioned above. The Approved Budget also reflects a \$14.5 million transfer of General Fund reserve dollars to the Pension Trust account.

Revenues

Attachment B displays staff's analysis of revenue collections and projections through the third quarter of the year. Actual revenues received as of March 31, 2020, were \$157.9 million, and projected year-end revenues are \$238.2 million. The most significant variances compared to the budget are in utility users tax, franchise tax, business licenses, and Hotel/Motel taxes. Compared to the Second Quarter Budget Report, projected year-end revenues increased by \$4.7 million. The revenue declines anticipated in the Second Quarter Budget Report due to the COVID-19 pandemic stay-at-home orders have not materialized as quickly as expected.

Sales Tax receipts make up nearly 35 percent of the total annual General Fund revenue. Remittances received from the State in the third quarter represents sales through second quarters of FY 2019-20, due to the lag time involved in obtaining the tax collected. Year-end sales tax collections are projected to be slightly under budget. Measure A is projected to be \$486,000 less than the budgeted revenue amount of \$32.5 million. Before the COVID-19 pandemic, Sales Tax revenues were on track to exceed the budget by almost 9 percent. If not for the dramatic growth before the pandemic, projected revenues would be significantly below the budget. State measures to assist small businesses with extensions and payment plans on sales tax payments may further reduce revenues in the last quarter of the fiscal year.

Property Taxes are 26 percent of the City's total annual General Fund revenues and are remitted to the City each year by San Joaquin County in January and April. Receipts for the first nine months were 54.2 percent of the budget as of March 31, 2020, with San Joaquin County remitting approximately half of the annual property tax revenues in January 2020. Our tax consultants and the San Joaquin County Assessor indicate FY 2019-20 property tax revenues are expected to be \$61.0 million. Property tax revenue growth is attributable to increasing home values and the Consumer Price Index inflation rate of 2 percent authorized by Proposition 13. As shown in Attachment B, the anticipated variance is less than 1 percent of the \$60.4 million budget.

The City collects **Utility Users Tax (UUT)** revenues for four utility categories: Water, Electric and Gas, Cable TV, and Telecommunications. UUT is 15 percent of total annual General Fund revenue and is a tax imposed on the users of various utilities. Consistent with the varying collection schedules of this revenue category, the City collected approximately 68.9 percent of the budgeted

amount through the third quarter. Overall, the FY 2019-20 projections for the Utility Users Tax category are 3.6 percent lower than estimated. Three of the four groups are projected to end the year below the budgeted levels. Cable is expected to exceed budget by approximately 4.7 percent, reflecting rate increases by the area's two water providers. Water is anticipated to fall below budget by 3.7 percent, Electric and Gas by 1.5 percent, and Telecommunications UUT revenues by 15.6 percent. Consistent with the Second Quarter Budget Report, UUT projections indicate this category will end the year \$1.3 million below the budget estimate. UUT is subject to a certain degree of volatility as consumer use of utilities can be dependent on weather conditions, conservation efforts, and the availability of substitutes.

The City receives **Franchise Tax** receipts in three categories: PG&E, Cable/Video, and Waste Haulers. Franchise fees are charged to companies as a percentage of income. Because they are based on the revenue generated by a service provider, these fees tend to track parallel with UUT. Total franchise revenues are exceeding budget by \$1.5 million entirely due to activity in the Waste Hauler category. Waste Haulers are expected to exceed budget by 17.8 percent in part due to new franchise agreements that took effect on January 1, 2020. PG&E receipts received in April for the full year were below budget by 3.4 percent. Cable/Video revenues are projected to end the year at the budgeted amount of \$2.2 million.

Business License Taxes make up five percent of General Fund revenues. Revenues are exceeding budget, a reverse of the projection provided in the Second Quarter Budget Report. Revenues are estimated to end the year \$990,000 above the \$11.9 million budget. Actual receipts in this category were at 69.3 percent through the third quarter, with more than half of the business licenses renewals occurring for the last four months of the year. Second-quarter projections assumed reduced payments from local businesses because of the pandemic and recession, but revenues continued to come in at or above estimates. As of the third quarter, over \$1 million had been received from cannabis-related businesses. Receipts year over year are fluctuating significantly as new companies join the industry and pay business license taxes based on estimated gross receipts. Staff is cautious in projecting revenues for this new business sector, given the lack of data for this industry and lowered revenue estimates at the state level.

Other Taxes combined are under two percent of the General Fund revenue and are expected to end the year below the annual budgeted estimates due to the impact of the COVID-19 pandemic on the tourism and real estate industries. Hotel/Motel Tax Revenues are estimated to be 30.9 percent below the budget. Document Transfer tax revenues are projected to be 23 percent under budget.

The **Interest** line item includes proceeds from investments as well as interest on cash holdings. Interest rates have not been as severely impacted as anticipated at the start of the pandemic. The revenue projection of \$3.3 million is approximately 2.9 percent higher than what was budgeted for the year. While interest earnings were down in the final quarter of the fiscal year, total annual earnings are still an improvement over FY 2018-19.

Program Revenues consist primarily of revenues from fines, licenses, service contracts with other agencies, and code enforcement fees, and are under six percent of total General Fund revenue. The quarterly update projects this category will exceed budget by \$865,000 (6.3 percent). Revenue from Other Agencies is projected to be higher than budget by \$471,000 (18.6 percent) with additional receipts for Peace Officer Standards and Training and Successor Agency tax increment. Preliminary

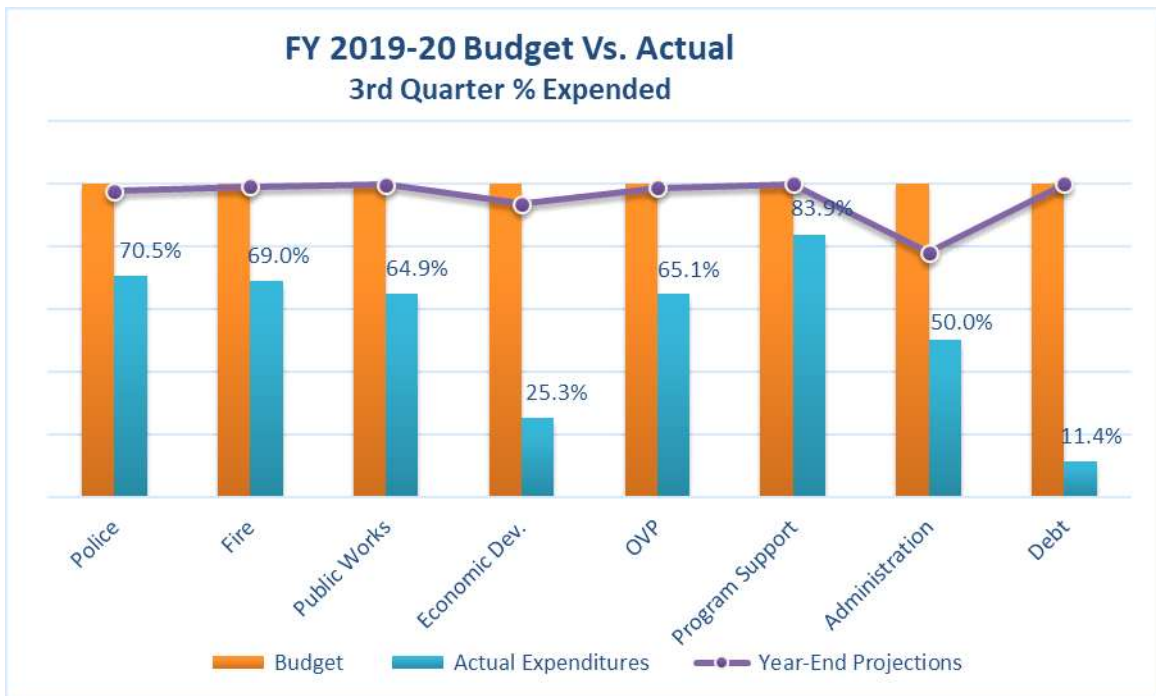
projections for Police Department traffic and parking violation revenues are approximately \$154,000 higher than budget resulting in a 42.8 percent increase in Fines and Forfeitures compared to the budget. Sales of fixed assets are estimated at \$395,000 based on planned property sales.

Interfund reimbursements consist of cost recovery to the General Fund from other funds and other agencies for administrative services and facility space. This category constitutes five percent of General Fund revenues. These reimbursements are projected to come \$115,000 or 1.1 percent above the budget of \$10.5 million

Expenditures

Staff reviewed the first nine months of General Fund expenditure data as reported in Attachment A. Expenditure trends in most departments are in line with budget, except for Downtown Marina, Homeless Programs, and Other Administration. Projected expenditures increased by \$139,000 compared to the Second Quarter Budget Report projection. The significant variances from budget are explained in detail in the following sections of the report. Staff has not accounted for expenses that may be able to be offset with the State's \$27.2 million CARES Act allocation. Those figures will be further refined later this year and will be incorporated into the year-end update.

The chart below summarizes the spending levels of all departments and programs as a percent of their respective budget.



As shown above, most departments are running close to or below the 75 percent expenditure level anticipated at the end of the third quarter. The higher spending rate in Program Support of 83.9 percent is the result of a one-time \$14.5 million contribution to the Pension Trust from General Fund reserves. Most of the lower spending levels are a result of programs that spend more in the last half of the year for items like debt, labor negotiations, election, tax collection, and audit contract costs.

In addition, several departments experience higher than budgeted staff vacancies during the year, including Police, Fire, Economic Development, City Manager, City Clerk, Administrative Services, and Human Resources.

As shown below, the FY 2019-20 Adopted Budget included a total of \$6.0 million in budgeted salary savings, which was divided into two areas: \$5.1 million in the non-Marshall Plan portion of the General Fund, and \$931,000 specific to Marshall Plan positions. Through the third quarter of the fiscal year, actual General Fund savings from vacancies increased slightly to 7.9 percent (compared to 7.7 percent in the second quarter), still well above the 4 percent assumed in the budget. Total salary expenditures were approximately \$5.1 million less than estimated in the budget.

Below is a summary of salary savings results for the three quarters of the fiscal year.

Department	Budgeted Vacancy Savings		Third Quarter Savings	% Realized Vacancies
	Annual	3 Quarters		
General Fund				
Other Departments	235,293	176,470	653,610	15%
Administrative Services	167,264	125,448	355,895	11%
Human Resources	58,118	43,589	157,198	14%
Police	3,171,088	2,378,316	4,517,992	7%
Fire	1,192,913	894,685	2,040,140	8%
Public Works	262,074	196,556	258,770	5%
	5,086,750	3,815,063	7,983,605	8%
Marshall Plan				
Office of Violence Prevention	26,637	19,978	(38,586)	-8%
Police	904,411	678,308	1,708,951	10%
	931,048	698,286	1,670,365	9%
Total	6,017,798	4,513,349	9,653,969	
Total Savings above/(below) Budget			5,140,621	

Department Expenditures

The **Police Department** is afforded 51 percent of the General Fund budget. During the third quarter, 11 new officers were hired while 13 departed (one retired, eight resigned or were released during probation, and four left to other agencies), resulting in 459 of the 485 authorized sworn positions being filled at the end of March 2020. Police Department expenses were at 70 percent of budget as of March 31, 2020. When labor agreement compensation increases effective in June 2020 and higher protest-related overtime costs in the fourth quarter of the fiscal year are factored into the third quarter expenditure trend, the year-end projection shows the department under budget by \$3.0 million (2.3 percent).

The **Fire Department** accounts for 18 percent of the General Fund. The Fire Department was at 69.0 percent of budget as of March 31, 2020, and expects to be under budget by \$1.7 million (3.5

percent) by year-end.

The **Economic Development Department** budget includes approximately \$2 million for economic incentive programs. Although these funds were not spent to date, the funded projects are expected to be underway or in contract by year-end. If most of the economic incentive funding is committed by year-end, the Economic Development Department will spend \$3.4 million, leaving \$229,000 in savings from vacant positions and reduced training and travel costs.

In the **Program Support for Other Funds** category, the Downtown Marina Fund is anticipated to need additional funding of approximately \$92,000 by year-end due to unanticipated expenses that were realized during the audit process for fiscal year 2018/19. Also, revenues did not keep pace with event expenditures during fiscal year 2018/19. Two grants received matching funds for the General Fund in FY 2019-20, leaving an unspent balance of \$91,000. The remainder of the programs in this category is trending to end the year at budgeted levels, with no additional General Fund support required.

In **Administration**, departments projected to end the year under budget, except for the Other Administration and Homeless Program category. Four departments (**City Manager, City Clerk, Administrative Services, and Human Resources**) experienced higher-than-planned vacancy levels. Other Administration, while showing an overage, includes budgeted vacancy savings for smaller departments that have not been spread. The **City Attorney's Office** spent 55 percent of its budget in the first nine months and is currently projected to underspend by year-end due to savings in salaries and benefits. In addition to position vacancies, one attorney was re-allocated mid-year from the General Fund to the City's General Liability Internal Service Fund to bring more litigation cases in-house.

Tax Collection and Election expenses are, for the most part, incurred later in the year. The City typically pays property tax administration fees to San Joaquin County in January and May. Sales tax administration fees are paid quarterly with two quarters paid through March. Election costs budgeted for the March 2020 election will be billed to the City in the next few months. Savings of approximately \$165,000 are anticipated in this category reflecting savings in property tax administration costs and property assessments.

Other Administration contains a variety of city-wide costs that are not attributable to an individual department or specific group of programs. This category includes a negative budget for indirect cost charges and vacancy savings. The year-end projection currently shows a minor overage of \$6,000, which will be resolved by redistributing budgeted vacancy savings at year-end to other departments experiencing vacant positions.

The **Homeless Program** category includes funding for local non-profits assisting the homeless population, the Sheriff contract for small scale clean-ups, and the large-scale homeless clean-up completed by Police and Public Works. The large-scale clean-up debris removal expenses are causing this category to exceed the budget by \$27,000. The cost of service and the amount of debris has increased compared to prior years.

Budgeted **Contingency** dollars were used to complete the Weber Point Events Center fountain and to support revenue shortfalls in the Entertainment Venues fund.

Other City Funds

In addition to the detailed review of General Fund expenditures and revenues described above, all City funds were reviewed as part of this report. Attachment C summarizes the FY 2019-20 third-quarter results for other significant City funds. The year-to-date activity listed on Attachment C is similar to the General Fund in that revenues and expenses can be seasonal and subject to irregular schedules. The Emergency Communication Fund, for example, looks out of balance with expenditures exceeding revenue by \$773,000, but this difference is a result of quarterly billings processed after the close of each quarter. All expenses incurred will be fully paid by year-end.

As discussed above and in previous projections, the **Downtown Marina Fund** is expected to need an additional \$92,000 of General Fund support in FY 2019-20. Staff are closely monitoring the Recreation Fund, General Liability ISF, Workers' Compensation ISF, Unemployment ISF, and the Compensated Absences ISF as year-to-date information indicates expenses in these funds will likely need additional General Fund assistance or exceed budget. The **Recreation Fund** is experiencing severe revenue loss with the closure of City facilities during the last few months of the fiscal year. The Community Services Department has cut expenses to offset the revenue loss, but many costs are fixed and paid regardless of closures. While the Recreation Fund is not exceeding budgeted expenditures, it is likely to need additional General Fund assistance. The Human Resources Department has concerns that the **General Liability ISF** and **Workers' Compensation ISF** may exceed the authorized budget if settlement costs, legal fees, and medical claims continue on the current trend. City unemployment claim costs are expected to be double the normal amount in the last quarter of the fiscal year. It is likely that the **Unemployment ISF** budget will not be sufficient to cover this abnormal level of claims. There is adequate fund balance to cover the additional budget appropriation, or the City may be able to use its CARES Act allocation from the State to cover these increased costs. Vacation sell back and employee leave payouts at separation are paid centrally out of the **Compensated Absences ISF**. Separation pay expenses as of the third quarter were slightly more than the total annual budget for this purpose. By year-end, expenditures are projected to be \$624,000 more than the \$1.1 million budget. Staff recommends these items be addressed at the end of the fiscal year when final costs are more defined.

Year-end projections for all funds were included in the FY 2020-21 Annual Budget released May 15, 2020. No other significant variances from the projections contained in the FY 2020-21 Annual Budget were noted.

FINANCIAL SUMMARY

This report provides an analysis of the FY 2019-20 General Fund third-quarter results update. The review indicates that revenues are on track to achieve budget projections, while expenditures are likely to be less than budgeted targets.

Staff also reviewed other significant City funds and recommends adjustments to the General Fund and Downtown Marina Fund, as listed below:

- Increase General Fund transfer to Downtown Marina Fund by \$92,000
- Increase Downtown Marina Fund expenditure appropriation by \$92,000

The remaining budget overages identified will be addressed at year-end based on final transaction amounts. Staff will continue to monitor trends and potential budget variances and will return to the Council with future recommendations for changes where appropriate.

Attachment A - FY 2019-20 Third Quarter Budget Update - General Fund

Attachment B - FY 2019-20 Third Quarter Revenues - General Fund

Attachment C - FY 2019-20 Third Quarter Budget Update - Other Funds

City of Stockton
FY 2019-20 Third Quarter Budget Update
General Fund - 010 by Program (Budgetary Basis)

Attachment A

	Approved Budget	Year to Date Activity As of 3/31/20	% of Budget	3rd Quarter Projection	Projection vs. Approved Budget	Variance from Budget
Beginning Available Balance	\$ 38,576,478	\$ 38,576,478		\$ 38,576,478		
Release of Funds*	22,367,932	22,367,932		22,367,932		
	60,944,410	60,944,410		60,944,410		
Revenues						
General Tax Revenues	179,230,239	118,177,514	66%	180,482,228	1,251,989	1%
Measure A/B Sales Tax	32,508,651	21,072,112	65%	32,023,000	(485,651)	-1%
Program Revenues	13,761,667	9,743,138	71%	14,627,022	865,355	6%
Interfund Reimbursements	10,463,100	8,362,099	80%	10,578,440	115,340	1%
Transfers In	505,756	505,756	100%	505,756	-	0%
	236,469,413	157,860,619	67%	238,216,446	1,747,033	1%
Expenditures						
<u>Programs</u>						
Police	131,274,734	92,493,053	70%	128,274,132	3,000,602	2%
Fire	47,301,386	32,626,385	69%	45,640,696	1,660,690	4%
Public Works	15,825,200	10,263,165	65%	15,794,257	30,943	0%
Economic Development	3,618,835	916,375	25%	3,389,729	229,106	6%
Office of Violence Prevention	1,822,357	1,186,397	65%	1,799,215	23,142	1%
	199,842,512	137,485,374	69%	194,898,029	4,944,483	2%
<u>Program Support for Other Funds</u>						
Library	3,984,500	2,988,375	75%	3,984,500	-	0%
Recreation	3,395,500	2,546,625	75%	3,395,500	-	0%
Entertainment Venues	3,835,000	2,463,750	64%	3,835,000	-	0%
Downtown Marina	262,000	196,500	75%	354,000	(92,000)	-35%
Capital Improvement	580,000	-	0%	580,000	-	0%
Golf Courses	1,050,000	875,000	83%	1,050,000	-	0%
Grant Match	205,400	95,819	47%	113,819	91,581	45%
Low & Mod. Income Housing	101,151	101,151	100%	101,151	-	0%
Development Services	825,000	618,750	75%	825,000	-	0%
Retirement Trust	14,500,000	14,500,000	100%	14,500,000	-	0%
Radio ISF	3,130,000	2,347,500	75%	3,130,000	-	0%
	31,868,551	26,733,470	84%	31,868,970	(419)	0%
<u>Administration</u>						
City Council	1,039,406	652,957	63%	1,021,228	18,178	2%
City Manager	1,639,150	1,009,292	62%	1,482,975	156,175	10%
City Attorney	1,578,197	865,696	55%	1,190,071	388,126	25%
City Clerk	1,019,731	648,304	64%	913,846	105,885	10%
City Auditor	878,832	364,898	42%	841,681	37,151	4%
Administrative Services	5,858,843	3,851,645	66%	5,340,828	518,015	9%
Human Resources	2,501,028	1,414,620	57%	2,093,667	407,361	16%
Tax Collection & Election	3,121,963	1,233,537	40%	2,957,067	164,896	5%
Other Administration	24,526	(1,148,596)	-	30,504	(5,978)	-24%
Labor Litigation	956,785	371,426	39%	600,000	356,785	37%
Homeless Program	557,830	329,094	59%	585,268	(27,438)	-5%
	19,176,291	9,592,873	50%	17,057,135	2,119,156	11%
Debt Service	3,838,175	437,500	11%	3,838,175	-	0%
Contingency	870,000	-	0%	870,000	-	0%
Total Expenditures	255,595,529	174,249,217	68%	248,532,308	7,063,221	3%
Net Annual Activity	(19,126,116)	(16,388,598)		(10,315,862)	8,810,254	
Proj. Ending Available Balance	\$ 41,818,294	\$ 44,555,812		\$ 50,628,548	\$ 8,810,254	

City of Stockton
 FY 2019-20 Third Quarter Revenues
 General Fund - 010

	FY 2019-20					
	Approved Budget	3rd Quarter Actual	% of Budget	3rd Quarter Projection	Variance vs. Budget	% Variance vs. Budget
General Tax Revenues						
Sales Tax						
1% Point of Sale	\$ 48,424,272	\$ 39,960,637	82.5%	\$ 48,899,407	\$ 475,135	1.0%
Measure A Transaction Tax	32,508,651	21,072,112	64.8%	32,023,000	(485,651)	-1.5%
Proposition 172	1,844,013	1,315,627	71.3%	1,851,006	6,993	0.4%
	<u>82,776,936</u>	<u>62,348,376</u>	<u>75.3%</u>	<u>82,773,413</u>	<u>(3,523)</u>	<u>0.0%</u>
Property Taxes						
Property Taxes	35,857,327	20,317,144	56.7%	36,613,018	755,691	2.1%
In-Lieu of Motor Vehicle Fees	24,572,718	12,463,975	50.7%	24,427,101	(145,617)	-0.6%
	<u>60,430,045</u>	<u>32,781,118</u>	<u>54.2%</u>	<u>61,040,119</u>	<u>610,074</u>	<u>1.0%</u>
Utility Users Tax						
Water	4,822,000	3,198,208	66.3%	4,644,728	(177,272)	-3.7%
Electric & Gas	22,064,000	15,924,553	72.2%	21,740,973	(323,027)	-1.5%
Cable	2,553,000	1,782,022	69.8%	2,672,466	119,466	4.7%
Telecommunications	5,578,000	3,230,576	57.9%	4,707,858	(870,142)	-15.6%
	<u>35,017,000</u>	<u>24,135,359</u>	<u>68.9%</u>	<u>33,766,025</u>	<u>(1,250,975)</u>	<u>-3.6%</u>
Franchise Tax						
PG&E	2,391,000	-	0.0%	2,310,445	(80,555)	-3.4%
Cable/Video	2,171,000	1,084,698	50.0%	2,171,195	195	0.0%
Waste Haulers	9,101,000	7,181,232	78.9%	10,717,897	1,616,897	17.8%
	<u>13,663,000</u>	<u>8,265,930</u>	<u>60.5%</u>	<u>15,199,537</u>	<u>1,536,537</u>	<u>11.2%</u>
Business License Tax	11,941,000	8,270,202	69.3%	12,934,628	993,628	8.3%
Hotel/Motel Tax	3,400,000	1,684,877	49.6%	2,349,307	(1,050,693)	-30.9%
Document Transfer Tax	1,105,000	636,519	57.6%	850,649	(254,351)	-23.0%
Motor Vehicle License	160,000	-	0.0%	250,424	90,424	56.5%
Interest	3,245,909	1,127,245	34.7%	3,341,126	95,217	2.9%
	<u>19,851,909</u>	<u>11,718,842</u>	<u>59.0%</u>	<u>19,726,134</u>	<u>(125,775)</u>	<u>-0.6%</u>
Program Revenues						
Fire Contracts	4,432,189	3,371,294	76.1%	4,458,735	26,546	0.6%
Code Enforcement	3,617,190	2,131,638	58.9%	3,597,240	(19,950)	-0.6%
Charges for Services	2,096,603	1,456,761	69.5%	2,166,536	69,933	3.3%
Fines & Forfeitures	358,862	352,750	98.3%	512,506	153,644	42.8%
Revenues from Other Agencies	2,534,591	1,819,928	71.8%	3,005,714	471,123	18.6%
Licenses & Permits	469,827	447,570	95.3%	528,315	58,488	12.4%
Sale of Fixed Assets	300,000	5,000	1.7%	395,000	95,000	31.7%
Misc Other Revenues	(47,595)	158,197	-332.4%	(37,023)	10,572	-22.2%
	<u>13,761,667</u>	<u>9,743,138</u>	<u>70.8%</u>	<u>14,627,022</u>	<u>865,355</u>	<u>6.3%</u>
Interfund Reimbursements						
Indirect Cost Allocation	5,382,463	3,840,404	71.4%	5,324,716	(57,747)	-1.1%
Refunds & Reimbursements	1,470,896	1,209,696	82.2%	1,575,820	104,924	7.1%
Rents/Leases/Concessions	3,609,741	3,311,998	91.8%	3,677,904	68,163	1.9%
	<u>10,463,100</u>	<u>8,362,099</u>	<u>79.9%</u>	<u>10,578,440</u>	<u>115,340</u>	<u>1.1%</u>
Transfers In						
Loan Repayment	505,756	505,756	100.0%	505,756	-	0.0%
	<u>505,756</u>	<u>505,756</u>	<u>100.0%</u>	<u>505,756</u>	<u>-</u>	<u>0.0%</u>
Total Revenues	\$ 236,469,413	\$ 157,860,619	66.8%	\$ 238,216,446	\$ 1,747,033	0.7%

City of Stockton
Quarterly Financial Report for other Major Funds
3rd Quarter of FY 2019-20

Measure A Breakout of General Fund		Year to	% of
	Budget	Date Actual	Budget
Revenues	32,508,651	-	0%
Marshall Plan Expenditures			
Office of Violence Prevention	1,067,916	779,937	73%
Police	26,732,869	18,882,756	71%
Total Expenses	27,800,785	19,662,693	71%

Funds Combined with General Fund in CAFR

Library 041 Fund		Year to	% of
	Budget	Date Actual	Budget
Beginning Balance	3,060,883	3,060,883	
Revenues	7,527,398	5,868,707	78%
General Fund Transfer	3,984,500	2,988,375	75%
	11,511,898	8,857,082	77%
Expenditures			
Administration	2,565,593	1,998,663	78%
Operations	1,315,479	961,543	73%
County Branches	6,525,143	3,310,385	51%
City Branches	3,496,103	2,356,389	67%
Capital Projects	2,360	-	0%
Total Expenses	13,904,678	8,626,980	62%
Ending Balance	668,103	3,290,984	

Entertainment Venues 086 Fund		Year to	% of
	Budget	Date Actual	Budget
Beginning Balance	(341,049)	(341,049)	
Revenues	5,948,047	3,804,851	64%
General Fund Transfer	3,285,000	2,463,750	75%
	9,233,047	6,268,601	68%
Expenditures			
Administration	209,673	126,709	60%
Venue Operations	8,658,997	6,598,258	76%
Maintenance & Equip./Capital	300,000	1,091	0%
Total Expenses	9,168,670	6,726,058	73%
Ending Balance	(276,672)	(798,506)	

Emergency Communications 042 Fund		Year to	% of
	Budget	Date Actual	Budget
Beginning Balance	-	-	
Revenues	3,389,147	1,584,375	47%
Expenditures	3,502,359	2,357,459	67%
Ending Balance	(113,212)	(773,084)	

Recreation 044 Fund		Year to	% of
	Budget	Date Actual	Budget
Beginning Balance	692,140	692,140	
Revenues	1,236,963	833,177	67%
General Fund Transfer	3,395,500	2,546,625	75%
	4,632,463	3,379,802	73%
Expenditures			
Administration	1,785,787	1,263,110	71%
Recreation Programs	3,663,315	2,242,380	61%
Total Expenses	5,449,102	3,505,490	64%
Ending Balance	(124,499)	566,451	

Boat Launch 045 Fund		Year to	% of
	Budget	Date Actual	Budget
Beginning Balance	751,818	751,818	
Revenues	199,337	107,686	54%
Expenditures	188,851	57,394	30%
Ending Balance	762,304	802,110	

Special Revenue Funds

Measure W 081 Fund	Year to		% of
	Budget	Date Actual	
Beginning Balance	4,636,235	4,636,235	
Revenues	10,868,000	6,946,088	64%
Expenditures			
Police	5,460,277	3,920,252	72%
Fire	5,631,702	4,057,938	72%
Total Expenses	11,091,979	7,978,190	72%
Ending Balance	4,412,256	3,604,133	

Strong Communities (Measure M) 083 Fund	Year to		% of
	Budget	Date Actual	
Beginning Balance	10,376,173	10,376,173	
Revenues	10,867,844	7,169,967	66%
Expenditures			
Library Programs	3,492,114	1,439,376	41%
Recreation Programs	4,627,469	2,845,886	61%
Administration	301,682	135,500	45%
Capital Projects	11,010,058	101,064	1%
Total Expenses	19,431,323	4,521,826	23%
Ending Balance	1,812,694	13,024,315	

Development Services 048 Fund	Year to		% of
	Budget	Date Actual	
Beginning Balance	11,384,177	11,384,177	
Revenues	12,613,283	9,736,584	77%
General Fund Transfer	825,000	618,750	75%
	13,438,283	10,355,334	77%
Expenditures			
Community Development	13,018,276	6,889,890	53%
Fire	2,888,553	1,764,243	61%
Total Expenses	15,906,829	8,654,133	54%
Ending Balance	8,090,631	12,466,627	

Enterprise Funds

Water Utility 421-427 Funds	Year to		% of
	Budget	Date Actual	
Working Capital			
Revenues	54,755,727	38,025,849	69%
Expenditures			
Administration	5,070,550	2,905,005	57%
Operations & Maintenance	25,183,968	18,565,385	74%
Debt Service	15,299,712	4,024,072	26%
Capital	4,862,150	433,254	9%
Total Expenses	50,416,380	25,927,716	51%

Wastewater Utility 431-437 Funds	Year to		% of
	Budget	Date Actual	
Working Capital			
Revenues	73,427,386	63,323,658	86%
Expenditures			
Administration	9,081,745	7,167,084	32%
Operations & Maintenance	45,568,651	24,342,804	53%
Debt Service	6,489,625	2,261,084	35%
Capital	68,243,329	22,378,823	33%
Total Expenses	129,383,350	56,149,795	43%

Stormwater Utility 441-447 Funds	Year to		% of
	Budget	Date Actual	
Working Capital			
Revenues	5,923,809	4,762,885	80%
Expenditures			
Administration	2,805,252	2,199,548	78%
Operations & Maintenance	3,155,134	1,529,918	48%
Capital	4,414,845	714,403	16%
Total Expenses	10,375,231	4,443,869	43%

Parking Authority 418-419 Funds	Year to		% of
	Budget	Date Actual	
Working Capital			
Revenues	6,943,391	7,419,798	107%
Expenditures			
Administration	904,074	522,356	58%
Parking Operations	2,029,287	1,010,172	50%
Parking Enforcement	683,316	438,930	64%
Debt Service	2,884,495	1,530,087	53%
Facility Improvements	-	5,698	-
Total Expenses	6,501,172	3,507,243	54%

Downtown Marina 460 Fund	Year to		% of
	Budget	Date Actual	
Working Capital			
Revenues	338,800	194,874	58%
General Fund Transfer	262,000	196,500	75%
	600,800	391,374	65%
Expenditures			
Administration	17,500	4,981	28%
Operations	617,698	391,593	63%
Capital			
Total Expenses	635,198	396,574	62%

Golf 481 Fund	Year to		% of
	Budget	Date Actual	
Working Capital			
Revenues	1,563,927	753,434	48%
General Fund Transfer	1,050,000	875,000	83%
	2,613,927	1,628,434	62%
Expenditures			
Administration	473,567	173,649	37%
Swenson Golf Course	1,340,384	868,485	65%
Van Buskirk Golf Course	776,794	97,881	13%
Total Expenses	2,590,745	1,140,015	44%

Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION ACCEPTING THE FISCAL YEAR 2019-20 THIRD QUARTER BUDGET STATUS UPDATE REPORT AND APPROVING THE RECOMMENDED AMENDMENT TO THE FISCAL YEAR 2019-20 ANNUAL BUDGET

Fiscal Sustainability is one of the City Council's goals; and

City Council adopted the Fiscal Year (FY) 2019-20 Annual Budget on June 18, 2019, following a duly noticed budget study session and a public hearing; and

By the staff report accompanying this Resolution, incorporated into this Resolution by this reference (Staff Report), the Council has been provided with additional information upon which the actions set forth in this Resolution are based; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. Accept this budget status report on the results of the third quarter of FY 2019-20.
2. Authorize the budget amendments to the FY 2019-20 Annual Budget in the General Fund and Downtown Marina Funds.
 - (a) Increase General Fund transfer of \$92,000 and expenditure appropriation by \$92,000 in the Downtown Marina Fund for unanticipated expenses.
3. The City Manager is authorized and directed to take whatever actions are necessary and appropriate to carry out the purpose and intent of this Resolution.

PASSED, APPROVED, and ADOPTED July 28, 2020.

MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton



City of Stockton

Legislation Text

File #: 20-6757, **Version:** 1

RESOLUTION TO ADOPT THE SUMMARY VACATION OF A PORTION OF PUBLIC UTILITY EASEMENTS AT CORNERSTONE II

RECOMMENDATION

It is recommended that the City Council adopt a resolution:

1. Approving the summary vacation of a portion of public utility easements at Cornerstone II.
2. Authorizing the filing of a Notice of Exemption No. 31-20 under the California Environmental Quality Act for the vacation of a public utility easements at Cornerstone II.
3. Authorizing the City Manager, or designee, to take all the necessary and appropriate actions to carry out the purpose and intent of this resolution.

Summary

The applicant, LGI Homes California, is requesting the abandonment of 2.5 feet of ten-foot public utility easements on two (2) lots located at Cornerstone II to allow for the development of new residential units.

DISCUSSION

Background

LGI Homes California owns the real property at Lots 49 & 67 located at Cornerstone II, which contains 21 acres zoned for low-density residential on the west side of Interstate 5 and north of French Camp Road in Stockton. The proposed vacation areas are two (2) corner lots in a subdivision of 182 single-family lots (Attachment A-Vicinity Map and Attachment B-Aerial Map).

Present Situation

LGI Homes California has owned the properties since 2019 and plans to construct 182 entry-level homes. Currently, there are 42 homes in production and since the May 2020 sales opening date, 80 homes have been sold. The proposed areas to be vacated consists of 209 square feet for Lots 49 and 67. The proposed area to be vacated will be added to the parcel for a larger building site. All City departments and local utilities were notified of the proposed vacation at this site, and no objections were received.

The City may perform this proposed public utility and access easement vacation as a summary vacation under Division 9, Part 3, Section 8333, et. seq., of the California Streets and Highway Code,

and a public hearing is not required. That code section provides, in relevant part, that:

“The legislative body of a local agency...may summarily vacate a public service easement...[if] [t]he easement has been superseded by relocation or determined to be excess by the easement holder, and there are no other public facilities located within the easement.”

The City may perform a summary vacation of a public right-of-way under Division 9, Part 3, section 8331, et. seq., of the California Streets and Highway Code and a public hearing is not required when a street or highway has been impassable for vehicular travel for at least five (5) consecutive years, and no public money was expended for maintenance on the street or highway during such period.

The proposed vacation is not needed. It has been determined that 7.5 feet is sufficient for the remainder of the parcel and there are no public facilities within the easement to be vacated. Further, the public right-of-way being proposed for vacation is undeveloped and impassible to vehicles, and no City funds have been spent on the subject property in the preceding five (5) years.

The Public Works Department concurs with the proposed vacations of these portion of the public utility easements at Cornerstone II.

ENVIRONMENTAL CLEARANCE

It has been determined by the Community Development Department that this project is Categorically Exempt under California Environmental Quality Act guidelines and is granted a “general rule exemption” under Section(s): 15061(B)(3) since there is no possibility that the activity in question would have a significant effect on the environment and the activity is not subject to CEQA.

In accordance with Section 65402 of the Government Code, it has been determined that this project or action conforms to the City’s General Plan designation for the site and with the General Plan Policy Document, as amended.

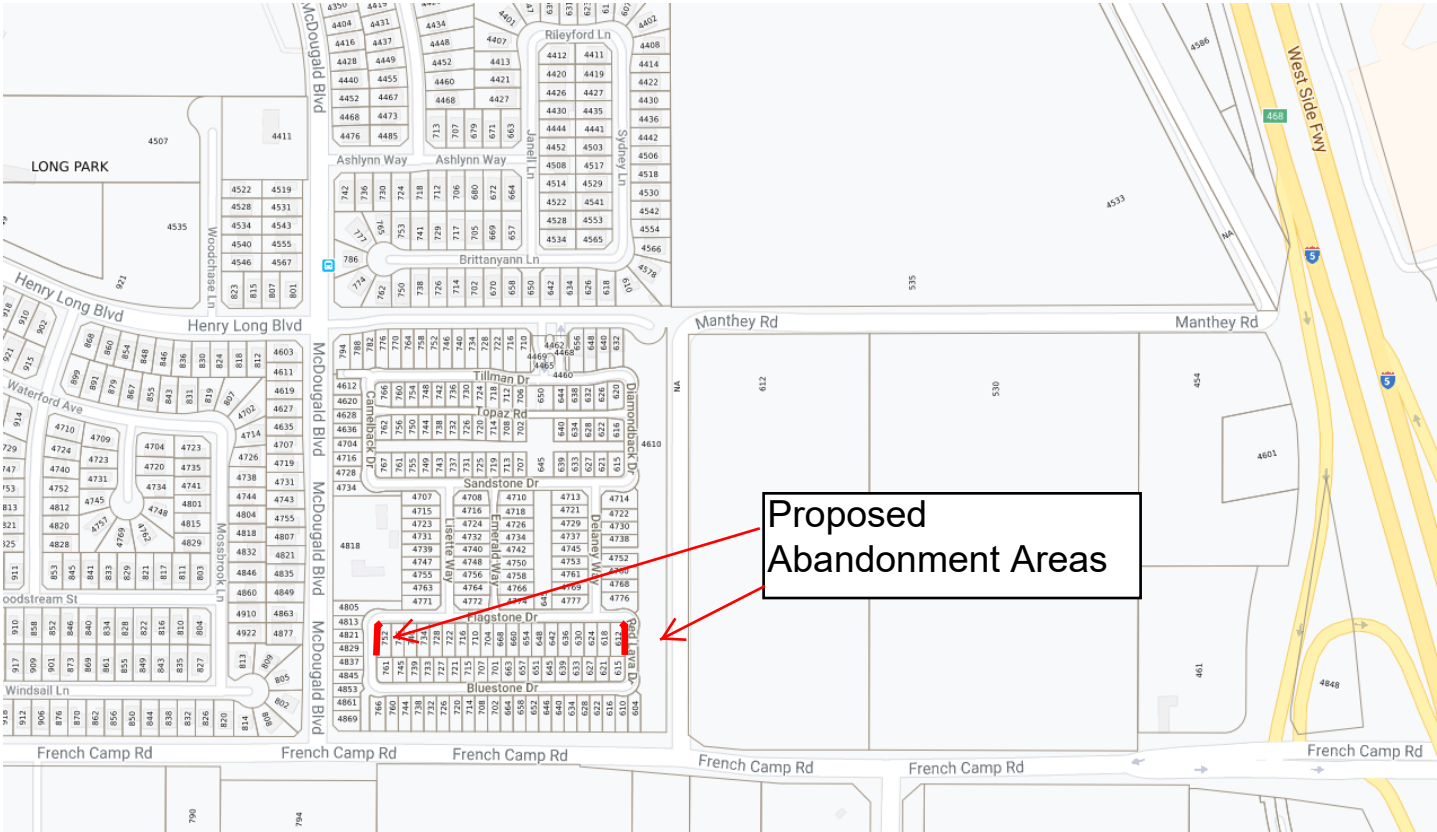
FINANCIAL SUMMARY

The applicant, LGI Homes, California, has paid the necessary fees to process these abandonments. There is no financial impact to the City.

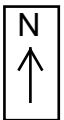
Attachment A - Vicinity Map

Attachment B - Aerial Map

VICINITY MAP



VICINITY MAP



Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION AUTHORIZING THE SUMMARY VACATION OF A PORTION OF PUBLIC UTILITY EASEMENTS AT CORNERSTONE II

LGI Homes California owns the real property at Lots 49 and 67 located at Cornerstone II, which contains 21 acres zoned for low density residential on the west side of Interstate 5 and north of French Camp Road in Stockton; and

Fee title to the property is vested in LGI Homes California. The proposed vacation areas are eight corner lots in a subdivision of 182 single-family lots; and

The City may perform a summary vacation under Division 9, Part 3, section 8333, *et seq.*, of the California Streets and Highway Code and a public hearing is not required when the easement has been determined to be excess, and there are no public facilities located within the easement. This vacation has been deemed excess and there are no public utilities located within the easement to be vacated; and

The Public Works Department concurs with the vacation of a portion of the public utility easements located at Cornerstone II (Exhibits 1-4); now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. This action is taken pursuant to Chapter 4 of Part 3 of the California Streets and Highways Code section 8333, *et seq.*, the Summary Vacation Procedure of the Public Streets, Highways, and Service Easements Vacation Law.

2. That all City departments and local utilities were notified and there were no objections to the proposed abandonment.

3. It is hereby found and determined that the subject property meets the criteria set forth in the Streets and Highways Code section 8333, provided below in relevant parts:

“The legislative body of a local agency...may summarily vacate a public service easement...[if] [t]he easement has been superseded by relocation or determined to be excess by the easement holder, and there are no other public facilities located within the easement.”

4. The City Council hereby authorizes that the public utility easements located at Cornerstone II, more particularly described in Exhibits 1-4 attached hereto and incorporated herein by reference, is hereby declared to be vacated.

5. That the City Manager authorized to approve the filing of Notice of Exemption No. 31-20 under CEQA, a copy of which is attached as Exhibit 5 and incorporated by this reference.

6. In accordance with section 65402 of the Government Code, this project/activity has been determined to conform to the City's General Plan Policy Document, as amended.

7. LGI Homes California has paid the necessary fees to process this vacation.

8. That the City Manager is hereby authorized to take whatever actions are necessary and appropriate to carry out the purpose and intent of this Resolution.

PASSED, APPROVED, AND ADOPTED July 28, 2020.

MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

**LEGAL DESCRIPTION
PUE ABANDONMENT
CORNERSTONE II, LOT 49**

ALL that certain real property, being a portion of Lot 49, as shown on that certain map titled "Tract No. 3406, Subdivisions of San Joaquin County, Cornerstone II", filed for record February 22, 2008 in Book 41 of Maps and Plats, at Page 55, San Joaquin County Records, and situate in Section "D" of the C.M. Weber Grant, County of San Joaquin, State of California, being more particular described as follows:

COMMENCING at the southwest corner of said Lot 49; thence along the South line of said Lot 49 South 89°44'45" East 7.50 feet to the **TRUE POINT OF BEGINNING**;
thence leaving said South line and proceeding parallel with and 7.50 feet distant at right angles from the West line of said Lot 49 the following two (2) courses:

1. North 00°15'15" East 78.82 feet;
2. Northeasterly 4.31 feet along the arc of a curve concave to the southeast having a radius of 6.50 feet through a central angle of 37°58'48" to a point which is 10.00 feet distant at right angles from the North line of said Lot 49;

thence parallel with said North line and along a non-tangent line South 89°44'45" East 5.12 feet to a point of cusp with a curve concave to southeast having a radius of 4.00 feet and to which point a radial line bears North 00°15'15" East;
thence parallel with and 10.00 feet distant at right angles from said West line of Lot 49 the following two (2) courses:

1. southwesterly 6.28 feet along the arc of said curve through a central angle of 90°00'00";
2. South 00°15'15" West 78.82 feet to the True Point of Beginning.

Containing 209 square feet, more or less.

SUBJECT TO all easements and/or rights-of-way of record.

Bearings and distances are based on the California Coordinate System 83, Zone 3 (1991.35). A line between City of Stockton monuments no. 317 (10s-13) and no. 269 (8s-24) bears North 65°05'58" East as calculated from City of Stockton traverse control monument survey, phase xiv, filed for record in Book 35 of Surveys, at Page 5, San Joaquin County records. All distances shown are ground level distances and must be multiplied by 0.99993664 to obtain grid distances.

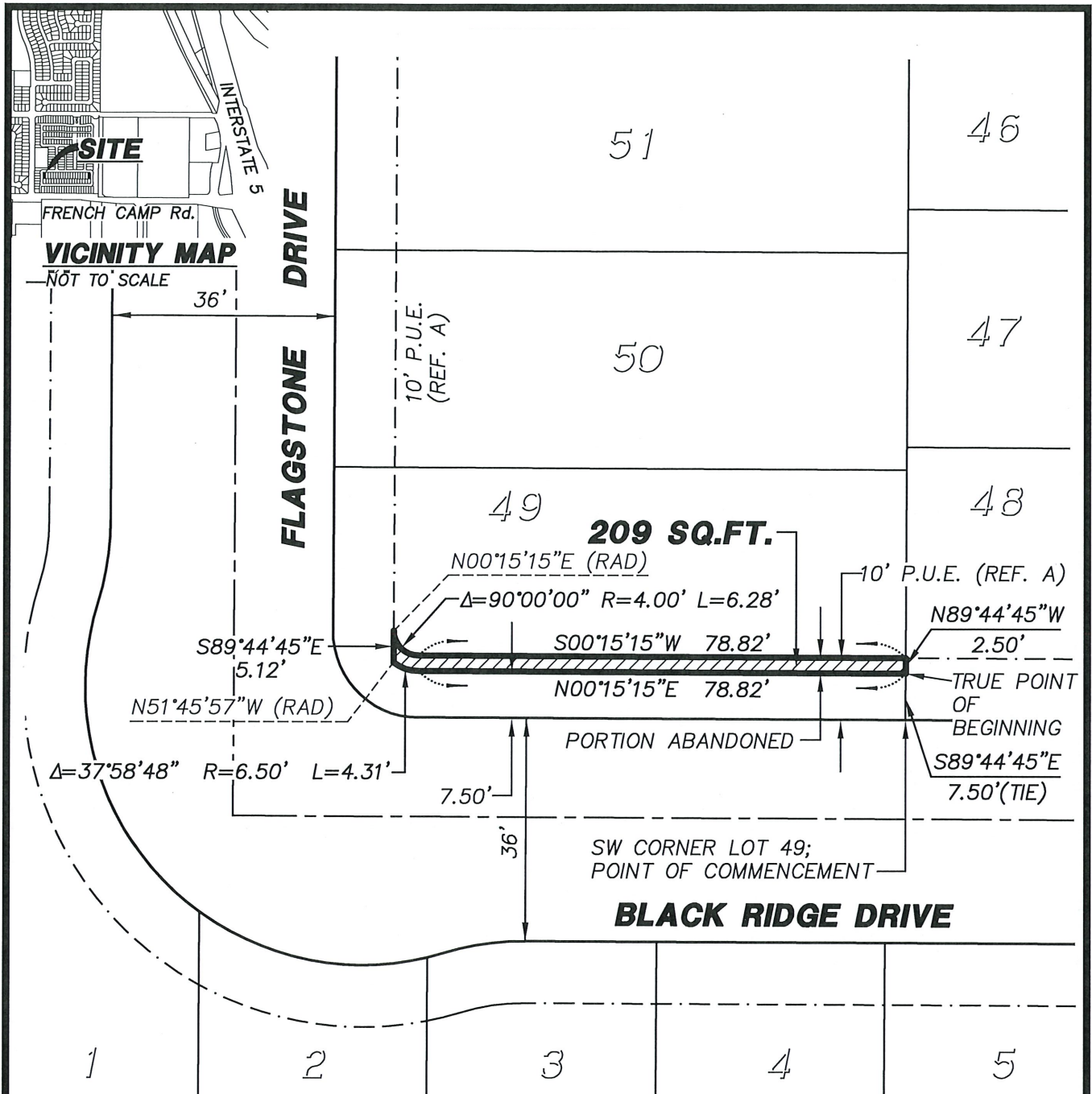
All as shown on EXHIBIT "B" attached hereto and by this reference made a part hereof.



6/4/2020

R. Groenewoud

Rien Groenewoud, P.L.S. 6946



Prepared by:
Rien Groenewoud

Rien Groenewoud, P.L.S. 6946
NorthStar Eng. Group, Inc.
620 12th Street
Modesto, CA 95354
209-524-3525

(REF A): 41-M&P-55

NO.	REV.	DATE	BY	APRVD.	P.U.E ABANDONMENT, CORNERSTONE II LOT 49 BEING A PORTION OF LOT 49 OF "TRACT No. 3406 CORNERSTONE II", FILED IN BOOK 41 OF MAPS & PLATS, PAGE 55, S.J.C.R., SECTION "D" OF THE C.M. WEBER GRANT	APPROVED BY:
						CITY ENGINEER
DWG. BY: RG					CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS	DATE
CK. BY: RG						DRAWING NO.
SCALE: 1" = 25'						1 of 1

Parcel name: LOT 49

North: 2150508.31 East : 6332904.62
Line Course: N 00-15-15 E Length: 78.82
North: 2150587.13 East : 6332904.97
Curve Length: 4.31 Radius: 6.50
Delta: 37-58-48 Tangent: 2.24
Chord: 4.23 Course: N 19-14-39 E
Course In: S 89-44-45 E Course Out: N 51-45-57 W
RP North: 2150587.10 East : 6332911.47
End North: 2150591.12 East : 6332906.36
Line Course: S 89-44-45 E Length: 5.12
North: 2150591.10 East : 6332911.48
Curve Length: 6.28 Radius: 4.00
Delta: 90-00-00 Tangent: 4.00
Chord: 5.66 Course: S 45-15-15 W
Course In: S 00-15-15 W Course Out: N 89-44-45 W
RP North: 2150587.10 East : 6332911.47
End North: 2150587.12 East : 6332907.47
Line Course: S 00-15-15 W Length: 78.82
North: 2150508.30 East : 6332907.12
Line Course: N 89-44-45 W Length: 2.50
North: 2150508.31 East : 6332904.62

Perimeter: 175.85 Area: 209 sq.ft. 0.00 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)

Error Closure: 0.00 Course: N 89-33-26 W
Error North: 0.000 East : -0.003

Precision 1: 175,850,000.00

**LEGAL DESCRIPTION
PUE ABANDONMENT
CORNERSTONE II, LOT 67**

ALL that certain real property, being a portion of Lot 67, as shown on that certain map titled "Tract No. 3406, Subdivisions of San Joaquin County, Cornerstone II", filed for record February 22, 2008 in Book 41 of Maps and Plats, at Page 55, San Joaquin County Records, and situate in Section "D" of the C.M. Weber Grant, County of San Joaquin, State of California, being more particular described as follows:

COMMENCING at the southeast corner of said Lot 67; thence along the South line of said Lot 67 North 89°44'45" West 7.50 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said South line North 89°44'45" West 2.50 feet; thence leaving said South line and proceeding parallel with and 10.00 feet distant at right angles from the East line of said Lot 67 the following two (2) courses:

1. North 00°15'15" East 78.82 feet;
2. Northwesterly 6.28 feet along the arc of a curve concave to the southwest having a radius of 4.00 feet through a central angle of 90°00'00" to a point which is 10.00 feet distant at right angles from the North line of said Lot 67;

thence parallel with and along the non-tangent North line of said Lot 67 South 89°44'45" East 5.12 feet; thence parallel with and 7.50 feet distant at right angles from the East line of said Lot 67 the following two (2) courses:

1. southeasterly 4.31 feet along the arc of a non-tangent curve concave to the southwest having a radius of 6.50 feet and to which beginning a radial line bears North 52°16'27" East, through a central angle of 37°58'48";
2. South 00°15'15" West 78.82 feet to the True Point of Beginning.

Containing 209 square feet, more or less.

SUBJECT TO all easements and/or rights-of-way of record.

Bearings and distances are based on the California Coordinate System 83, Zone 3 (1991.35). A line between City of Stockton monuments no. 317 (10s-13) and no. 269 (8s-24) bears North 65°05'58" East as calculated from City of Stockton traverse control monument survey, phase xiv, filed for record in Book 35 of Surveys, at Page 5, San Joaquin County records. All distances shown are ground level distances and must be multiplied by 0.99993664 to obtain grid distances.

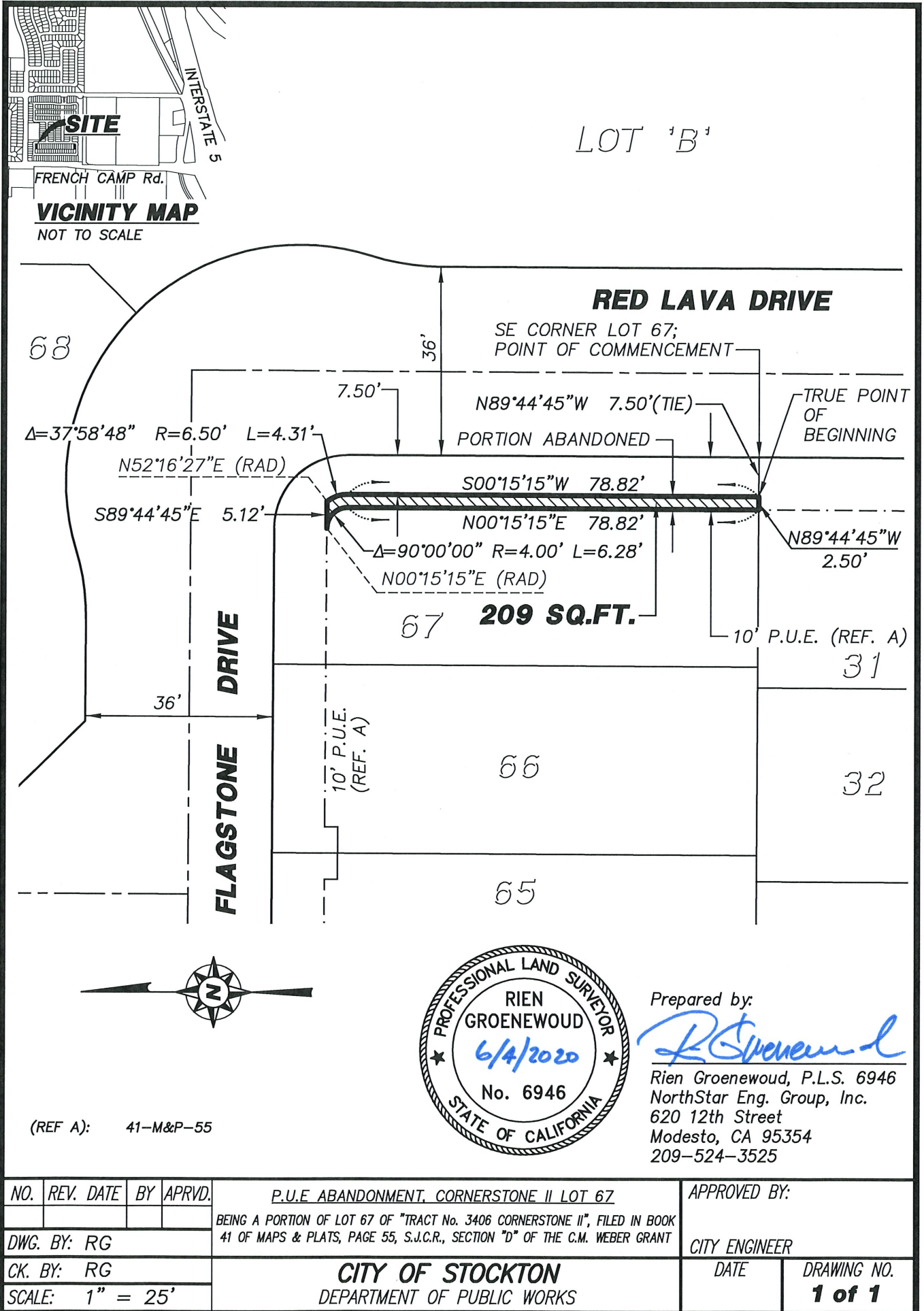
All as shown on EXHIBIT "B" attached hereto and by this reference made a part hereof.



Rien Groenewoud, P.L.S. 6946



6/4/2020



Prepared by:
Rien Groenewoud
Rien Groenewoud, P.L.S. 6946
NorthStar Eng. Group, Inc.
620 12th Street
Modesto, CA 95354
209-524-3525

(REF A): 41-M&P-55

NO.	REV.	DATE	BY	APRVD.	<p>P.U.E ABANDONMENT, CORNERSTONE II LOT 67</p> <p>BEING A PORTION OF LOT 67 OF "TRACT No. 3406 CORNERSTONE II", FILED IN BOOK 41 OF MAPS & PLATS, PAGE 55, S.J.C.R., SECTION "D" OF THE C.M. WEBER GRANT</p>	APPROVED BY:	
<p>DWG. BY: RG</p> <p>CK. BY: RG</p> <p>SCALE: 1" = 25'</p>						<p>CITY ENGINEER</p>	
<p>CITY OF STOCKTON</p> <p>DEPARTMENT OF PUBLIC WORKS</p>					DATE	DRAWING NO.	
						<p>1 of 1</p>	

Parcel name: LOT 67

North: 2150505.35 East : 6333570.92
Line Course: N 89-44-45 W Length: 2.50
North: 2150505.36 East : 6333568.42
Line Course: N 00-15-15 E Length: 78.82
North: 2150584.18 East : 6333568.77
Curve Length: 6.28 Radius: 4.00
Delta: 90-00-00 Tangent: 4.00
Chord: 5.66 Course: N 44-44-45 W
Course In: N 89-44-45 W Course Out: N 00-15-15 E
RP North: 2150584.20 East : 6333564.77
End North: 2150588.20 East : 6333564.79
Line Course: S 89-44-45 E Length: 5.12
North: 2150588.18 East : 6333569.91
Curve Length: 4.31 Radius: 6.50
Delta: 37-58-48 Tangent: 2.24
Chord: 4.23 Course: S 18-44-09 E
Course In: S 52-16-27 W Course Out: S 89-44-45 E
RP North: 2150584.20 East : 6333564.77
End North: 2150584.17 East : 6333571.27
Line Course: S 00-15-15 W Length: 78.82
North: 2150505.35 East : 6333570.92

Perimeter: 175.85 Area: 209 sq.ft. 0.00 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)

Error Closure: 0.00 Course: N 89-56-04 W

Error North: 0.000 East : -0.003

Precision 1: 175,850,000.00

MEMORANDUM

June 26, 2020

TO: Amanda Thomas
Economic Development Department

FROM: Allison Holmstedt, Associate Planner
Community Development Department

SUBJECT: **PUE Easement Abandonments - Cornerstone II – LOT 49 AND LOT 67; FILE NO. NOE31-20**

The Community Development Department received a request to review the above-referenced project for conformity with the Stockton General Plan and make an environmental determination pursuant to the California Environmental Quality Act (CEQA). The City of Stockton is proposing to abandon two (2) public utility easements in the Cornerstone II development. See **Attachment A** for specific locations.

In accordance with Government Code §65402, the Community Development Department determines the proposed property sale is neutral in regard to conformity with the Stockton General Plan. Abandonment of the easements has no effect on the adjacent development which has previously found to be in conformance with the Stockton General Plan.

Concerning the California Environmental Quality Act (CEQA) determination, the Community Development Department determines the proposed easement abandonment falls under the commonsense exemption at California Environmental Quality Act (CEQA) Guidelines Section 15061. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

Upon approval by City Council, the Economic Development Department is advised to complete the attached Notice of Exemption (**Attachment B**) and file it with the San Joaquin County Clerk Office to initiate a 35-day statute of limitations on court challenges. Please retain a copy of the original posted notice within the project file in the Economic Development Department project file.

Attachments

Attachment A: Project Location
Attachment B: Notice of Exemption

MEMORANDUM

June 11, 2020

TO: Kevin Colin, Planning Manager
Community Development DepartmentFROM: Amanda Thomas, Real Property Agent
Economic Development DepartmentSUBJECT: **ABANDONMENT – PUBLIC UTILITY EASEMENT**

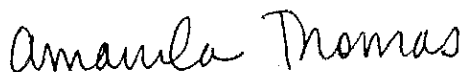
Please provide the appropriate environmental review for the above-referenced project as described below:

Project Title: Cornerstone II – Lots 49 & 67

Applicant: LCI Homes California

Description/Location: Cornerstone II – Lots 49 & 67

Also, please make the required determination as to conformity to the General Plan in accordance with Section 65402 of the Government Code. If you have questions regarding this request, please direct them to me at extension 7569.



AMANDA THOMAS
REAL PROPERTY AGENT

Attachment

EXHIBIT "A"
LEGAL DESCRIPTION
PUE ABANDONMENT
CORNERSTONE II, LOT 49

ALL that certain real property, being a portion of Lot 49, as shown on that certain map titled "Tract No. 3406, Subdivisions of San Joaquin County, Cornerstone II", filed for record February 22, 2008 in Book 41 of Maps and Plats, at Page 55, San Joaquin County Records, and situate in Section "D" of the C.M. Weber Grant, County of San Joaquin, State of California, being more particular described as follows:

COMMENCING at the southwest corner of said Lot 49; thence along the South line of said Lot 49 South 89°44'45" East 7.50 feet to the **TRUE POINT OF BEGINNING**;
 thence leaving said South line and proceeding parallel with and 7.50 feet distant at right angles from the West line of said Lot 49 the following two (2) courses:

1. North 00°15'15" East 78.82 feet;
2. Northeasterly 4.31 feet along the arc of a curve concave to the southeast having a radius of 6.50 feet through a central angle of 37°58'48" to a point which is 10.00 feet distant at right angles from the North line of said Lot 49;

thence parallel with said North line and along a non-tangent line South 89°44'45" East 5.12 feet to a point of cusp with a curve concave to southeast having a radius of 4.00 feet and to which point a radial line bears North 00°15'15" East;
 thence parallel with and 10.00 feet distant at right angles from said West line of Lot 49 the following two (2) courses:

1. southwesterly 6.28 feet along the arc of said curve through a central angle of 90°00'00";
2. South 00°15'15" West 78.82 feet to the True Point of Beginning.

Containing 209 square feet, more or less.

SUBJECT TO all easements and/or rights-of-way of record.

Bearings and distances are based on the California Coordinate System 83, Zone 3 (1991.35). A line between City of Stockton monuments no. 317 (10s-13) and no. 269 (8s-24) bears North 65°05'58" East as calculated from City of Stockton traverse control monument survey, phase xiv, filed for record in Book 35 of Surveys, at Page 5, San Joaquin County records. All distances shown are ground level distances and must be multiplied by 0.99993664 to obtain grid distances.

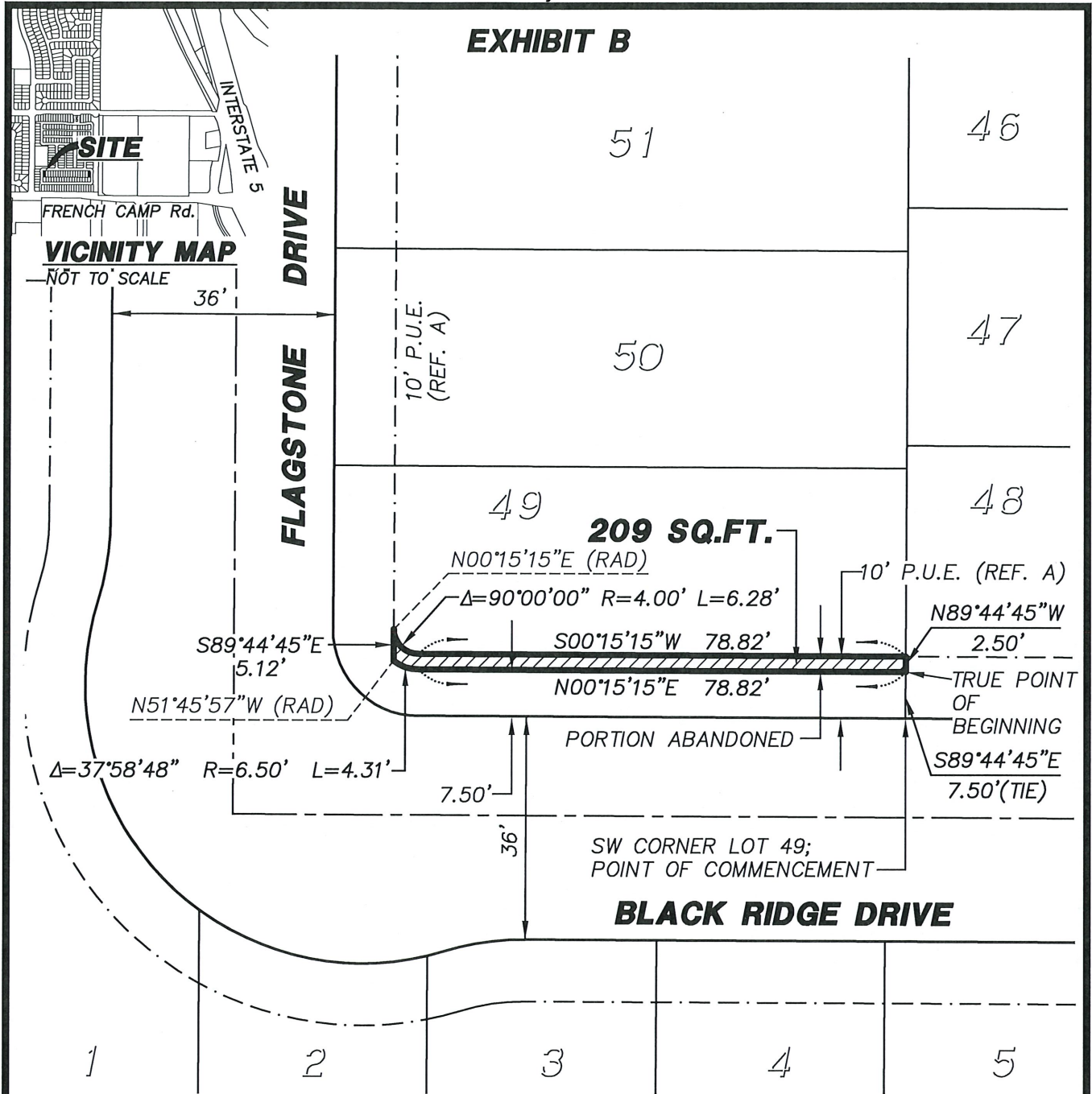
All as shown on EXHIBIT "B" attached hereto and by this reference made a part hereof.



6/4/2020

R. Groenewoud

Rien Groenewoud, P.L.S. 6946



Prepared by:
Rien Groenewoud

Rien Groenewoud, P.L.S. 6946
 NorthStar Eng. Group, Inc.
 620 12th Street
 Modesto, CA 95354
 209-524-3525

(REF A): 41-M&P-55

NO.	REV.	DATE	BY	APRVD.	P.U.E ABANDONMENT, CORNERSTONE II LOT 49 BEING A PORTION OF LOT 49 OF "TRACT No. 3406 CORNERSTONE II", FILED IN BOOK 41 OF MAPS & PLATS, PAGE 55, S.J.C.R., SECTION "D" OF THE C.M. WEBER GRANT	APPROVED BY:	
DWG. BY: RG CK. BY: RG SCALE: 1" = 25'						CITY ENGINEER DATE DRAWING NO. 1 of 1	
CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS							

Parcel name: LOT 49

North: 2150508.31 East : 6332904.62
Line Course: N 00-15-15 E Length: 78.82
 North: 2150587.13 East : 6332904.97
Curve Length: 4.31 Radius: 6.50
 Delta: 37-58-48 Tangent: 2.24
 Chord: 4.23 Course: N 19-14-39 E
 Course In: S 89-44-45 E Course Out: N 51-45-57 W
 RP North: 2150587.10 East : 6332911.47
 End North: 2150591.12 East : 6332906.36
Line Course: S 89-44-45 E Length: 5.12
 North: 2150591.10 East : 6332911.48
Curve Length: 6.28 Radius: 4.00
 Delta: 90-00-00 Tangent: 4.00
 Chord: 5.66 Course: S 45-15-15 W
 Course In: S 00-15-15 W Course Out: N 89-44-45 W
 RP North: 2150587.10 East : 6332911.47
 End North: 2150587.12 East : 6332907.47
Line Course: S 00-15-15 W Length: 78.82
 North: 2150508.30 East : 6332907.12
Line Course: N 89-44-45 W Length: 2.50
 North: 2150508.31 East : 6332904.62

Perimeter: 175.85 Area: 209 sq.ft. 0.00 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)

Error Closure: 0.00 Course: N 89-33-26 W
Error North: 0.000 East : -0.003

Precision 1: 175,850,000.00

EXHIBIT "A"
LEGAL DESCRIPTION
PUE ABANDONMENT
CORNERSTONE II, LOT 67

ALL that certain real property, being a portion of Lot 67, as shown on that certain map titled "Tract No. 3406, Subdivisions of San Joaquin County, Cornerstone II", filed for record February 22, 2008 in Book 41 of Maps and Plats, at Page 55, San Joaquin County Records, and situate in Section "D" of the C.M. Weber Grant, County of San Joaquin, State of California, being more particular described as follows:

COMMENCING at the southeast corner of said Lot 67; thence along the South line of said Lot 67 North 89°44'45" West 7.50 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said South line North 89°44'45" West 2.50 feet; thence leaving said South line and proceeding parallel with and 10.00 feet distant at right angles from the East line of said Lot 67 the following two (2) courses:

1. North 00°15'15" East 78.82 feet;
2. Northwesterly 6.28 feet along the arc of a curve concave to the southwest having a radius of 4.00 feet through a central angle of 90°00'00" to a point which is 10.00 feet distant at right angles from the North line of said Lot 67;

thence parallel with and along the non-tangent North line of said Lot 67 South 89°44'45" East 5.12 feet; thence parallel with and 7.50 feet distant at right angles from the East line of said Lot 67 the following two (2) courses:

1. southeasterly 4.31 feet along the arc of a non-tangent curve concave to the southwest having a radius of 6.50 feet and to which beginning a radial line bears North 52°16'27" East, through a central angle of 37°58'48";
2. South 00°15'15" West 78.82 feet to the True Point of Beginning.

Containing 209 square feet, more or less.

SUBJECT TO all easements and/or rights-of-way of record.

Bearings and distances are based on the California Coordinate System 83, Zone 3 (1991.35). A line between City of Stockton monuments no. 317 (10s-13) and no. 269 (8s-24) bears North 65°05'58" East as calculated from City of Stockton traverse control monument survey, phase xiv, filed for record in Book 35 of Surveys, at Page 5, San Joaquin County records. All distances shown are ground level distances and must be multiplied by 0.99993664 to obtain grid distances.

All as shown on EXHIBIT "B" attached hereto and by this reference made a part hereof.



Rien Groenewoud, P.L.S. 6946

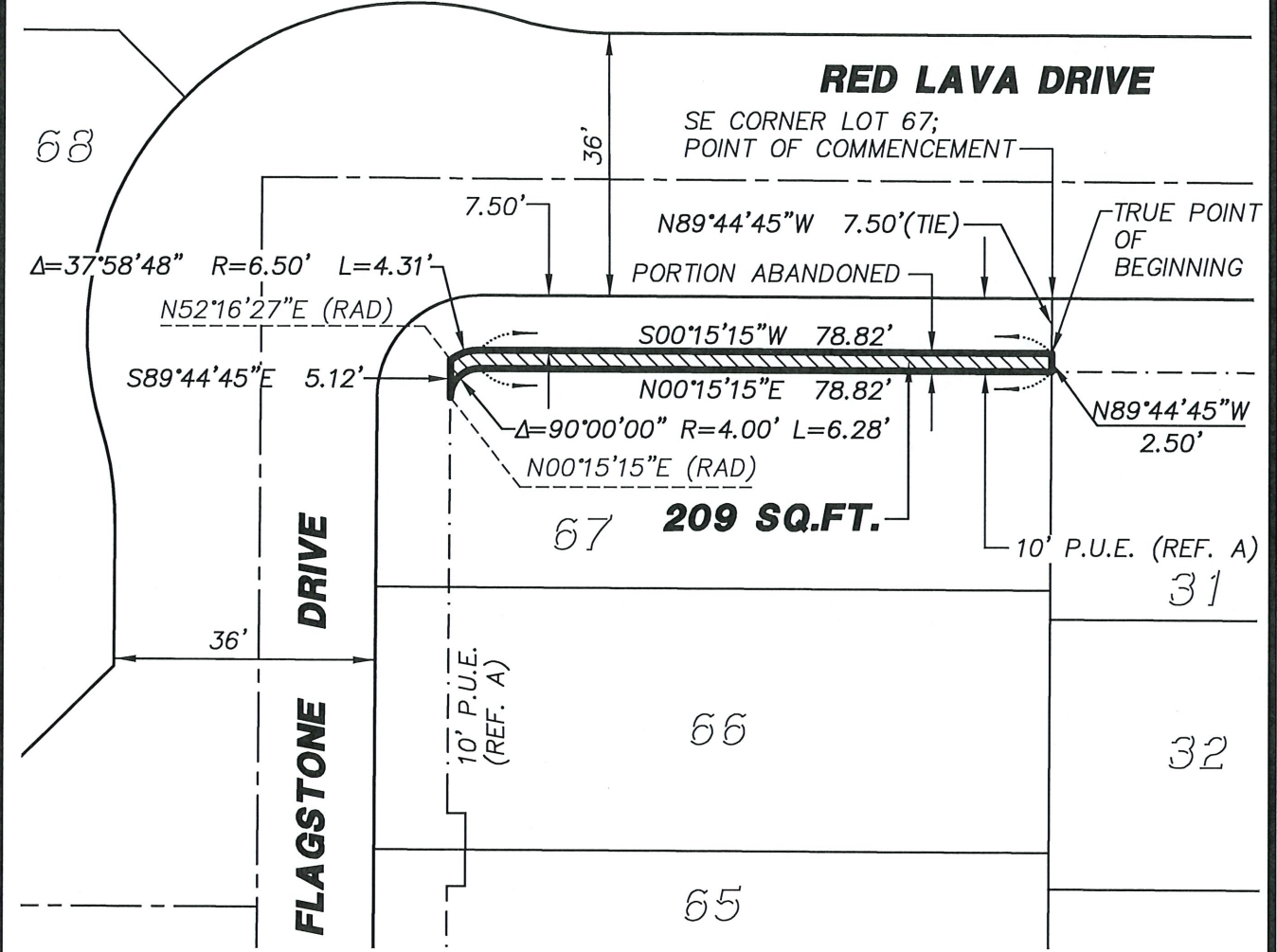


6/4/2020

EXHIBIT B



LOT 'B'



Prepared by:
R. Groenewoud
Rien Groenewoud, P.L.S. 6946
NorthStar Eng. Group, Inc.
620 12th Street
Modesto, CA 95354
209-524-3525

(REF A): 41-M&P-55

NO.	REV.	DATE	BY	APRVD.	P.U.E ABANDONMENT, CORNERSTONE II LOT 67 BEING A PORTION OF LOT 67 OF "TRACT No. 3406 CORNERSTONE II", FILED IN BOOK 41 OF MAPS & PLATS, PAGE 55, S.J.C.R., SECTION "D" OF THE C.M. WEBER GRANT	APPROVED BY:	
DWG. BY: RG						CITY ENGINEER	
CK. BY: RG						DATE	DRAWING NO.
SCALE: 1" = 25'					CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS		1 of 1

Parcel name: LOT 67

North: 2150505.35 East : 6333570.92
Line Course: N 89-44-45 W Length: 2.50
North: 2150505.36 East : 6333568.42
Line Course: N 00-15-15 E Length: 78.82
North: 2150584.18 East : 6333568.77
Curve Length: 6.28 Radius: 4.00
Delta: 90-00-00 Tangent: 4.00
Chord: 5.66 Course: N 44-44-45 W
Course In: N 89-44-45 W Course Out: N 00-15-15 E
RP North: 2150584.20 East : 6333564.77
End North: 2150588.20 East : 6333564.79
Line Course: S 89-44-45 E Length: 5.12
North: 2150588.18 East : 6333569.91
Curve Length: 4.31 Radius: 6.50
Delta: 37-58-48 Tangent: 2.24
Chord: 4.23 Course: S 18-44-09 E
Course In: S 52-16-27 W Course Out: S 89-44-45 E
RP North: 2150584.20 East : 6333564.77
End North: 2150584.17 East : 6333571.27
Line Course: S 00-15-15 W Length: 78.82
North: 2150505.35 East : 6333570.92

Perimeter: 175.85 Area: 209 sq.ft. 0.00 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)

Error Closure: 0.00 Course: N 89-56-04 W
Error North: 0.000 East : -0.003

Precision 1: 175,850,000.00

Attachment B – Draft Notice of Exemption

**CITY OF STOCKTON
NOTICE OF EXEMPTION**

TO: COUNTY CLERK
COUNTY OF SAN JOAQUIN
44 N San Joaquin Street, Suite 230

FROM: Lead Agency
City of Stockton
c/o Economic Development Department
400 E. Main Street, 4th Floor
Stockton, CA 95202

NOTICE OF EXEMPTION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21152(B) AND CALIFORNIA CODE OF REGULATIONS TITLE 14, SECTION 15062

PROJECT DATA

Project Title: PUE Easement Abandonments - Cornerstone II
CEQA Exemption File No.: NOE31-20
Applicant: City of Stockton - Economic Development Department
Project Description/Location: Cornerstone II Lot 49, adjacent to Black Ridge Drive, and Cornerstone Lot 67, adjacent to Red Lava Drive.

DETERMINATION/FINDING OF EXEMPTION

The above-described activity/project is exempt from the environmental assessment requirements of the California Environmental Quality Act (CEQA) pursuant to the following section(s) of the State CEQA Guidelines (California Code of Regulations, Title 14):

- The activity is not a "project" as defined in Section 15378.
- The activity is exempt under the "general rule" that CEQA applies only to projects which have the potential for causing significant environmental effects, as specified in Section 15061(B)(3).
- The project has been granted a "Statutory Exemption" under Article 18 and, specifically, by Section(s):_____.
- The project has been granted a "Categorical Exemption" under Article 19 and, specifically, by Section(s):_____.

BASIS FOR FINDING OF EXEMPTION

- The activity does not qualify as a project and/or clearly could not have a significant effect on the environment and, therefore, CEQA does not apply.
- The activity constitutes a discretionary project under the City's jurisdiction and qualifies as a project which has been determined not to have a significant effect on the environment and, therefore, is exempt from the provisions of CEQA under the above-noted statutory or categorical exemption(s).

CARRIE WRIGHT, DIRECTOR
ECONOMIC DEVELOPMENT DEPARTMENT

(DATE OF PREPARATION)

By _____
Amanda Thomas

(DATE OF FINAL APPROVAL)

AFFIDAVIT OF FILING AND POSTING

I declare that on the date stamped above, I received and posted this notice or included it on a list of such notices which was posted as required by California Public Resources Code Section 21152(B). Said notice or list of notices will remain posted for 35 days from the filing date.

Signature

Title

Posting Period Ending Date



City of Stockton

Legislation Text

File #: 20-6205, **Version:** 1

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A LEASE AMENDMENT WITH LOCAL AGENCY FORMATION COMMISSION AT 509 WEST WEBER AVENUE

RECOMMENDATION

It is recommended that the City Council adopt a resolution to:

- 1) Authorize a Lease Amendment to the lease with Local Agency Formation Commission for office space in the Waterfront Towers (509 West Weber Avenue).
- 2) Authorize the City Manager, or designee, to take all the necessary and appropriate actions to carry out the purpose and intent of this resolution.

Summary

The City purchased the Waterfront Office Towers at 501 and 509 West Weber Avenue in January 2018, to serve as future City Hall. The City currently acts as landlord to several tenants with leases in the 509 West Weber Avenue building; Local Agency Formation Commission (LAFCo) is one such tenant leasing office space on the fourth floor. LAFCo has requested to extend its current lease an additional six months through March 31, 2021.

DISCUSSION

Background

In January 2018, the City of Stockton acquired the two Waterfront Office Tower buildings at 501 and 509 West Weber Avenue to serve as the future home of City Hall. A number of tenants occupy the buildings. One of these tenants is LAFCo which currently leases 1,200 s.f. of office space on the fourth floor of 509 West Weber Avenue from the City (Attachment A - Current Lease). The current lease with LAFCo expires on September 30, 2020.

Present Situation

LAFCo wishes to extend its lease with the City that is set to expire on September 30, 2020, for a six-month period through March 31, 2021. All other terms and conditions of the lease will remain unchanged and the monthly base rent will be \$1,730.40, or \$1.45 per s.f., which is market rate for office space of this type in Stockton ranging from \$1.10 to \$2.00 per s.f. Due to the progress that is being made on New City Hall the Tenant has no option to extend or renew the Lease beyond March 31, 2021.

PUBLIC NOTICE

As required, a “Notice of Intent to Grant or Lease Real Property Interest” in accordance with the provisions of Article V, Section 510, of the Charter of the City of Stockton was advertised in The Record on July 16, 2020.

FINANCIAL SUMMARY

Approval of the Lease Amendment would increase City revenue by \$1,730.40 per month or \$10,382.40 for the six-month period. Funds will be deposited into the Property Rental account, No. 010-0160-362.

Attachment A - Current Lease

FOURTH AMENDMENT TO LEASE

This Second Amendment to Lease is entered into as of this day of , 2011, by and between **Sierra Vista Apts, II, LLP and MSK Ventures, LLC** ("Landlord") and **Local Agency Formation Commision**, (Tenant") for the property located at **509 West Weber Avenue, Suite 420, Stockton, CA 95203**.

Recitals:

A. Landlord and Tenant entered into that certain Lease, First Amendment to Lease dated August 22, 2008 and Second Amendment to Lease dated February 17, 2011, Third Amendment to Lease dated February 19, 2014, the "Lease" which is attached hereto.

B. Landlord and Tenant do hereby wish to amend the Lease as follows;

1. TERM:

The term of the lease shall be extended for an additional three (3) years commencing on October 1, 2017 and expiring on September 30, 2020.

2. BASE RENT:

The Base Rent for the Premises during the extended term shall be paid according to the following schedule:

<u>PERIOD</u>	<u>RENT PER MONTH</u>
10/1/17 to 9/30/20	\$1,680.00

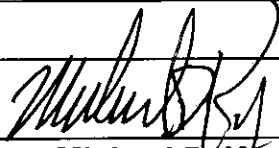
All other terms and conditions of the Lease dated August 22, 2008 are in full force and effect.

Executed by Landlord and Tenant through its duly authorized representative, in duplicate, each of which shall be an original, as of the date first hereinabove mentioned.

Signed on 12/11/16
at _____

LANDLORD:

Sierra Vista Apts, II, LLP and MSK Ventures, LLC

By: 

Michael D. Keely

Its: **Managing Partner**

TENANT:

Signed on December 6, 2016

Local Agency Formation Commission

at STOCKTON, CA

By: James E. Glaser

JAMES E. GLASER

Its: EXECUTIVE OFFICER

CONSULT YOUR ADVISORS - This document (including its exhibits and addenda, if any) has been prepared for review and approval by your attorney. Broker makes no representation or recommendation as to the legal sufficiency or tax consequences of this document or the transaction to which it relates. Consult your attorney and tax accountant.

Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A LEASE AMENDMENT WITH LOCAL AGENCY FORMATION COMMISSION AT 509 WEST WEBER AVENUE

The City purchased the Waterfront Office Towers at 501 and 509 West Weber Avenue in January 2018, to serve as the City's future City Hall; and

The City currently acts as landlord to several tenants on leases in the 509 West Weber Avenue building and Local Agency Formation Commission is one such tenant leasing office space on the fourth floor; and

Local Agency Formation Commission desires to extend its lease that is set to expire on September 30, 2020, for a six-month period through March 31, 2021; and

The City has published notice of its intention to amend its lease with Local Agency Formation Commission in conformity with Article V, Section 510 of the Charter; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The City Manager is hereby authorized to execute a Lease Amendment between the City of Stockton and Local Agency Formation Commission to lease space on the fourth floor of 509 West Weber Avenue, attached as Exhibit 1 and incorporated by this reference.

2. The City Manager is hereby authorized to take whatever actions are necessary and appropriate to carry out the purpose and intent of this Resolution.

PASSED, APPROVED, and ADOPTED July 28, 2020.

MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

Lease Amendment

This Lease Amendment (“Amendment”) is made and effective as of the ____ day of _____, 2020, by and between the City of Stockton, a municipal corporation (“City”), as successor to Sierra Vista Apts. II, LLP and MSK Ventures, LLC, and Local Agency Formation Commission (“Tenant”).

Recitals

- A. City is the owner of the land and improvements commonly known as 509 West Weber Avenue, Stockton, San Joaquin County (the “Building”).
- B. Local Agency Formation Commission is currently a tenant in the Building according to the terms and conditions of that Lease Agreement dated August 22, 2008 and last amended December 11, 2016, with Sierra Vista Apts. II, LLP, and MSK Ventures, LLC attached hereto as Exhibit A (the “Lease”).
- C. The Lease expires on September 30, 2020, and Tenant and City desire to extend the Lease an additional six-month term through March 31, 2021.

Agreement

NOW THEREFORE, in consideration of the mutual promises herein, City and Tenant, agree as follows:

1. TERM

The Expiration Date of the Lease shall be extended from September 30, 2020, for a six-month period, to March 31, 2021.

2. NO FURTHER EXTENSION OR RENEWAL

Notwithstanding any other provisions of the Lease Agreement as amended, Tenant has no option to extend or renew the Lease beyond March 31, 2021 except through a new agreement in writing by the Parties.

3. RENT

Tenant shall pay rent of One thousand seven hundred thirty dollars and forty cents (\$1,730.40) per month for the Leased Premises beginning October 1, 2020 through March 31, 2021.

Except as otherwise provided in this Amendment, all terms and conditions of the Lease Agreement shall remain in full force and effect.

//
//
//

[Signatures on Following Page]

Signature Page to Lease Amendment

LOCAL AGENCY FORMATION COMMISSION:

Local Agency Formation Commission

By: _____

Print Name: _____

Title: _____

CITY:

CITY OF STOCKTON

By: _____

CITY MANAGER

ATTEST:

ELIZA R. GARZA, CMC
CITY CLERK CITY OF STOCKTON

APPROVED AS TO FORM AND CONTENT:
JOHN M. LUEBBERKE, CITY ATTORNEY

By: _____

DEPUTY CITY ATTORNEY

EXHIBIT A



FOURTH AMENDMENT TO LEASE

This Second Amendment to Lease is entered into as of this day of, 2011, by and between Sierra Vista Apts, II, LLP and MSK Ventures, LLC ("Landlord") and Local Agency Formation Commision, (Tenant") for the property located at 509 West Weber Avenue, Suite 420, Stockton, CA 95203.

Recitals:

- A. Landlord and Tenant entered into that certain Lease, First Amendment to Lease dated August 22, 2008 and Second Amendment to Lease dated February 17, 2011, Third Amendment to Lease dated February 19, 2014, the "Lease" which is attached hereto.
- B. Landlord and Tenant do hereby wish to amend the Lease as follows;

1. TERM:

The term of the lease shall be extended for an additional three (3) years commencing on October 1, 2017 and expiring on September 30, 2020.

2. BASE RENT:

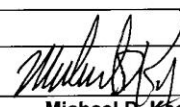
The Base Rent for the Premises during the extended term shall be paid according to the following schedule:

<u>PERIOD</u>	<u>RENT PER MONTH</u>
10/1/17 to 9/30/20	\$1,680.00

All other terms and conditions of the Lease dated August 22, 2008 are in full force and effect.

Executed by Landlord and Tenant through its duly authorized representative, in duplicate, each of which shall be an original, as of the date first hereinabove mentioned.

Signed on 12/14/16
at _____

LANDLORD:
Sierra Vista Apts, II, LLP and MSK Ventures, LLC
 By: 
Michael D. Keely
 Its: Managing Partner

TENANT:

Signed on December 6, 2016 Local Agency Formation Commission
at STOCKTON, CA

By: James E. Glaser
JAMES E. GLASER
Its: EXECUTIVE OFFICER

CONSULT YOUR ADVISORS - This document (including its exhibits and addenda, if any) has been prepared for review and approval by your attorney. Broker makes no representation or recommendation as to the legal sufficiency or tax consequences of this document or the transaction to which it relates. Consult your attorney and tax accountant.



City of Stockton

Legislation Text

File #: 20-6841, **Version:** 1

APPROVE A RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT A GRANT FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE 2020 ASSISTANCE TO FIREFIGHTERS GRANT-SUPPLEMENTAL

RECOMMENDATION

It is recommended that the City Council approve a resolution to:

1. Authorize the City Manager to accept a grant from the Federal Emergency Management Agency for the 2020 Assistance to Firefighters Grant-Supplemental in the amount of \$100,931.83; and
2. Authorize the City Manager to transfer \$10,093.18 from the General Fund grant match appropriation account to cover the required 10% local match; and
3. Authorize the City Manager to appropriate grant revenues, grant match and expenditures in the amount of \$111,025.01; and
4. Authorize the City Manager to take appropriate and necessary actions to carry out the purpose and intent of this motion.

Summary

Council approval is required to accept grant funding from the Federal Emergency Management Agency (FEMA) for the 2020 Assistance to Firefighters Grant-Supplemental (AFG-S), for the period of July 3, 2020, through July 2, 2021. The purpose of the AFG Program is to enhance the safety of the public and firefighters with respect to fire and fire-related hazards. This grant funding opportunity is for the purchase of personal protective equipment and related supplies to prevent, prepare for, and respond to the COVID-19 pandemic. The Fire Department (SFD) will purchase gloves, eye protection, isolation gowns, protective coveralls, masks, and footwear covers from various vendors to provide protection against COVID-19 exposure.

DISCUSSION

Background

San Joaquin County declared a Local Public Health Emergency on March 12, 2020, and has focused on minimizing the impact of COVID-19 in the greater community. As of June 27, 2020, 3,856 cases of COVID-19 have been reported within the County, and 1,455 of those cases were reported within the City of Stockton. Due to the contagiousness of COVID-19, SFD has increased the use of personal protective equipment during response calls.

SFD submitted an application for grant funding from the Department of Homeland Security (DHS) FEMA. This agency is responsible for the implementation and administration of the AFG Program. The purpose of the AFG Program is to enhance the safety of the public and firefighters with respect to fire and fire-related hazards. The AFG-S grant funding opportunity is for the purchase of personal protective equipment and related supplies to prevent, prepare for, and respond to the COVID-19 pandemic.

Present Situation

On July 1, 2020, SFD was notified by FEMA that the City of Stockton was awarded \$100,931.83 in federal funds for the 2020 AFG-S for the cost of COVID-19 related purchases to provide protection against COVID-19 exposure. The grant award requires a 10% local match of \$10,093.18.

SFD seeks Council approval to accept grant funding from FEMA for the 2020 AFG-S, for the period of July 3, 2020, through July 2, 2021. If approved, SFD will purchase gloves, eye protection, isolation gowns, protective coveralls, masks, and footwear covers from various vendors to provide protection against COVID-19 exposure with the grant funding.

FINANCIAL SUMMARY

The Federal Emergency Management Agency, 2020 Assistance to Firefighters Grant-Supplemental, is based on an approved COVID-19 related purchasing project cost of \$111,025.01. The grant award has a 10% of federal fund local match requirement. Grant amount breakdown is as follows:

Federal share	\$100,931.83
City share (10% of federal fund)	<u>\$10,093.18</u>
Total	\$111,025.01

Budget for the grant revenues of \$100,931.83, grant match of \$10,093.18, and grant expenditures of \$111,025.01 will be established in the Special Purpose Grant Account No. 020-2602 and Project No. FD0005 for the 2020 Assistance to Firefighters Grant - Supplemental. It is recommended that City Council authorize the City Manager to transfer \$10,093.18 from the FY 2020-21 General Fund grant match appropriation to Grant Account No. 020-2602-492 to cover the required local match.

Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT A FEDERAL EMERGENCY MANAGEMENT AGENCY 2020 ASSISTANCE TO FIREFIGHTERS GRANT – SUPPLEMENTAL FOR COVID-19 RELATED PURCHASES

The Stockton Fire Department applied for an Assistance to Firefighters Grant - Supplemental (AFG-S) through the Federal Emergency Management Agency (FEMA) seeking funds to assist the City in the purchase of COVID-19 related supplies; and

On July 1, 2020, FEMA awarded grant funds in the amount of \$100,931.83 to the Stockton Fire Department under the 2020 Assistance to Firefighters Grant - Supplemental for the purpose of purchasing personal protective equipment and related supplies to prevent, prepare for, and respond to the COVID-19 pandemic; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The City Manager is authorized to accept grant funds from FEMA for the 2020 Assistance to Firefighters Grant - Supplemental, in the amount of \$100,931.83, to aid the City in the purchase of COVID-19 related supplies.
2. The City Manager is directed to make all necessary budget appropriations and transfer of match funds in compliance with, and for the purposes stated in the grant agreement.
3. The City Manager is further authorized to take necessary and appropriate actions to carry out the purpose and intent of this Resolution.

PASSED, APPROVED, and ADOPTED July 28, 2020.

MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton



City of Stockton

Legislation Text

File #: 20-6476, **Version:** 1

CREATE A NEW CLASSIFIED/REPRESENTED CLASSIFICATION OF FIRE TELECOMMUNICATOR CALL TAKER FOR THE STOCKTON FIRE DEPARTMENT AND APPROVE THE SALARY RANGE

RECOMMENDATION

It is recommended that the City Council adopt a resolution creating a new classified/represented classification of Fire Telecommunicator Call Taker (Fire Call Taker) and approve the proposed salary range.

Summary

Staff recommends Council approve the proposed new trainee-level classification titled Fire Call Taker and the proposed salary range. Establishing a new Fire Call Taker position will assist the Stockton Fire Department (SFD) with hiring well-qualified employees to assist the Emergency Communications Division with the expected increase in call volume due the anticipated changes from Senate Bill 438 which was approved by the Governor on October 1, 2019.

The Fire Call Taker will be the entry-level/trainee position in the Communications Division. The sole purpose of the Fire Call Taker is to answer 911 calls, follow the priority dispatch process for EMD, input that information into the computer-aided dispatch system (CAD), give pre-arrival instructions to the live caller, and release that call to a Fire Telecommunicator to dispatch and monitor the evolution of the emergency.

The Fire Call Taker classification will be placed within the classified service of the civil service system and will be represented by the Stockton City Employees' Association Bargaining Unit. Upon adoption, the Director of Human Resources has the authority to maintain and approve class specifications in accordance with Civil Service Rules and Regulations for Miscellaneous Employees, Rule IV *Classification*, Sections 1 and 4.

DISCUSSION

Background

Before December 2010, the Emergency Communications Division (ECD) of the Stockton Fire Department provided emergency medical dispatch (EMD) service to Stockton Fire, Tracy Fire, Manteca Fire, Lodi Fire, several County Fire districts, and the private ambulance companies. Individuals calling 911, also referred to as the 'live' caller, would first be routed through their local Police Department, the primary public safety answering point (PSAP), and then forwarded to a Fire Telecommunicator, the secondary PSAP, at the Stockton Fire Department's Emergency Communications Center for EMD if required. At that time, the county 911 system was processing

approximately 30,000 - 35,000 live calls for service each year, and the Fire Telecommunicators in the ECD spoke directly to the 911 caller and dispatched services per EMD protocol.

In 2010 the San Joaquin County Emergency Services Agency (EMSA) created ambulance zones and had one ambulance provider service the entire county. As a condition of the contract, the selected agency was required to establish a communications center to provide 911 dispatch services. American Medical Response (AMR) was awarded the contract and opened the Valley Regional Emergency Communications Center (VRECC). AMR became the secondary PSAP and not the ECD as had been past practice. All live callers needing EMD services were to be routed directly to AMR from the local Police Department. The City of Stockton and San Joaquin County went to court to dispute who had the right to the live 911 caller. On December 13, 2010, the Courts ordered the transfer of the live caller over to VRECC. The loss of the live caller as well as the dispatching services for all agencies, excluding Manteca Fire, resulted in significant staffing cuts to the Department. The Department was forced to reduce daily staffing at the ECD from one (1) supervisor and six (6) dispatchers on duty to one (1) supervisor and three (3) dispatchers.

On October 1, 2019, Governor Newsom approved Senate Bill 438, an emergency dispatch bill. The Bill's purpose was to clean up language in the health and safety code regarding the regulatory authority of the local EMSA. The bill states that local fire departments/districts must be the secondary PSAP and that this service cannot be outsourced to a private provider. Each agency has the right to have the live 911 caller routed to their designated dispatch center as well as determine what units will respond.

Currently, the ECD provides service for Stockton, Lodi, Tracy, Manteca, and Manteca Lathrop under a Joint Powers Authority (JPA) structure and processes approximately 90,000 calls each year; approximately triple the call volume of 2010. Also, as a requirement of the City's Advanced Life Support Agreement with the EMSA, the ECD has implemented a process known as the priority dispatch process. This process has improved the way the ECD processes calls for service, but it has also extended the time a dispatcher stays on the line with a live caller. With the expected increase in call volume resulting from SB 438, the Department has reviewed the current staffing structure of the ECD and created a workable solution to prepare for the impact these changes will bring.

Present Situation

As a result, the Fire Department is requesting to create the Fire Call Taker classification. The Fire Call Taker position will be the entry-level/trainee position in the Communications Division. The sole purpose of the Fire Call Taker is to answer 911 calls, follow the priority dispatch process for EMD, input that information into the computer aided dispatch system (CAD), give pre-arrival instructions to the live caller, and release that call to a Fire Telecommunicator to dispatch and monitor the evolution of the emergency. To maintain optimal staffing levels the Department recommends incumbents in the Fire Call Taker position work a 40-hour workweek (8-hour shifts on a rotating basis). Schedules would be set to meet the demands of the center following the anticipated peak 911 call times. While it is difficult for the Department to know the exact number of Fire Call Takers required, the Department estimates up to eight Fire Call Takers will be needed to handle the additional call volume.

Current ECD staffing consists of the following 16 allotted positions, including one Emergency Communications Manager, three Fire Telecommunications Supervisors, twelve Fire Telecommunicators I/II (56-hr workweek). Also, the department employs the following four part-time

positions; one Administrative support and three Fire Telecommunicators.

To determine the salary for the position, an external market study of 16 comparator agencies was conducted. The study yielded three cities; Hayward, Fremont, and Bakersfield with a comparable class match. Based on this analysis, staff determined that the lack of viable comparators did not yield a valid, accurate comparison of the job market.

In the absence of external equity, the best practice is to conduct an internal equity study and benchmark the new position to the classifications within the same division. Therefore, Human Resources conducted an internal evaluation to assist with identifying a proposed salary for the Fire Call Taker. After a comprehensive review, staff determined that the most suitable internal comparison based on the job duties and required minimum qualifications was to set the salary in line with the current salary for the Fire Telecommunicator I classification.

Staff evaluated the salaries within the Emergency Communications Division to ensure that there were no compaction issues based on the proposed salary. Highlighted below is the proposed salary for the Fire Call Taker, which does not currently exist on the salary schedule.

JOB CLASSIFICATION	BASE MONTHLY SALARY BY STEP					
	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Fire Telecommunicator Call Taker* (40-hour workweek)	\$2,992.12	\$3,141.66	\$3,298.68	\$3,463.54	\$3,636.65	\$3,818.40
Fire Telecommunicator I (56-hour workweek)	\$4,383.47	\$4,608.09	\$4,844.52	\$5,092.77	\$5,352.84	\$5,627.11
Fire Telecommunicator II (56-hour workweek)	\$4,608.09	\$4,844.52	\$5,092.77	\$5,352.84	\$5,627.11	\$5,915.56

*Classification does not currently exist on the salary schedule

The Fire Call Taker will be the entry-level position with a proposed base salary below the Fire Telecommunicator I (56-hour workweek) which has a current base top step monthly salary of \$5,627.11/mo. Under the current Memorandum of Understanding (MOU), Fire Telecommunicators work 24-hour shifts, resulting in a regular schedule averaging 2912 hours per year / 56 hours per week (832 hours of overtime). In approximately 2000, the parties agreed to add the regularly scheduled FLSA overtime pay into the base, in order to ensure regular and level payment of overtime over the course of a year. Based on operational needs, all incumbents in the Fire Telecommunicator I/II classifications work a 56-hour workweek. However, the Department has determined that in order to maintain optimal staffing levels to meet the demands of the anticipated increase in call volume, Fire Call Takers will work 8-hour shifts, resulting in a regular schedule of 2080 hours per year / 40 hours per week.

Since the monthly base pay rate for the Fire Telecommunicator I includes overtime, Human Resources recommends using the hourly rate for the Fire Telecommunicator I when determining the monthly base rate for the Fire Call Taker. To avoid compaction issues, it is recommended the salary for the Fire Call Taker top step hourly rate be set 5% below the Fire Telecommunicator I (56-hour workweek) top step hourly rate.

Based on the preceding analysis, staff recommends setting the base top step salary for the proposed Fire Call Taker at \$3,818.40 per month. The current SCEA MOU provides for an additional 2% Cost of Living Adjustment (COLA) effective on 7/1/2021 and 7/1/2022.

Financial Summary

The FY 2020-21 Annual Budget approved partial-year funding for four new Fire Call Taker positions in Fire Department's Emergency Communications Division (ECD), account number 042-2660-530. The Fire Call Taker classification will assist in dispatching emergency calls in the Fire Dispatch Center, which is a regional dispatch services provider to the San Joaquin County Regional Fire Dispatch Authority. Member agencies, including the City of Stockton share dispatch center operation costs based on call volume. The total annual compensation of one Fire Call Taker at top step is approximately \$80,000.

Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION TO CREATE A NEW CLASSIFIED/REPRESENTED CLASSIFICATION OF FIRE TELECOMMUNICATOR CALL TAKER FOR THE STOCKTON FIRE DEPARTMENT AND APPROVE THE PROPOSED SALARY RANGE

It is necessary to establish a new classification of Fire Telecommunicator Call Taker to assist the Emergency Communications Division staff for the Stockton Fire Department; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The classified/represented classification of Fire Telecommunicator Call Taker is hereby created and included in the competitive service and assigned to the Stockton City Employees' Association bargaining unit with the salary approved as follows:

Fire Telecommunicator Call Taker						
Classified/Represented – Stockton City Employees' Association						
	1	2	3	4	5	6
Monthly	\$ 2,992.12	\$ 3,141.66	\$ 3,298.68	\$ 3,463.54	\$ 3,636.65	\$ 3,818.40

2. The Director of Human Resources is hereby directed to prepare the appropriate class specification in accordance with City of Stockton Civil Service Rules and Regulations for Miscellaneous Employees, Rule IV, *Classification*, sections 1 and 4.

3. The City Manager is hereby authorized and directed to take whatever actions are necessary and appropriate to carry out the purpose and intent of this Resolution

PASSED, APPROVED, and ADOPTED July 28, 2020.

MICHAEL D. TUBBS, Mayor
of the City of Stockton

ATTEST:

ELIZA R GARZA, CMC
City Clerk of the City of Stockton



City of Stockton

Legislation Text

File #: 20-6771, **Version:** 1

AWARD A CONSTRUCTION CONTRACT TO SLATER WATERPROOFING, INC. FOR THE DIGESTER WALL REPAIRS

RECOMMENDATION

It is recommended that the City Council adopt a resolution to:

1. Approve the filing of Notice of Exemption No. NOE26-20 under the California Environmental Quality Act (CEQA) for the Digester Wall Repairs, Project No. M43000 (Exhibit 1 to the Resolution).
2. Approve the project plans and specifications for the Digester Wall Repairs, Project No. M43000.
3. Award a Construction Contract in the amount of \$131,108 to Slater Waterproofing, Inc. of Montclair, California, for the Digester Wall Repairs, Project No. M43000 (Exhibit 2 to the Resolution).

It is also recommended that the City Manager be authorized to take appropriate actions to carry out the purpose and intent of this resolution.

Summary

The Municipal Utilities Department (MUD) operates and maintains Digesters A, B and C at the Regional Wastewater Control Facility (RWCF) located at 2500 Navy Drive. The purpose of the digesters is to break down sludge in the wastewater treatment process. The digesters were rehabilitated in 1973 including the construction of a concrete wall cap at the top of the digester walls. Portions of the concrete wall cap are beginning to fail, and a project was created to repair the concrete wall caps.

This action will provide funding to Slater Waterproofing, Inc. to repair the digester walls.

On May 21, 2020, the City received two (2) bids for the Digester Wall Repairs, Project No. M43000.

If approved, this action will authorize the award of a Construction Contract in the amount \$131,108 to Slater Waterproofing, Inc. of Montclair, California.

DISCUSSION

Background

The Municipal Utilities Department (MUD) operates and maintains the RWCF. The facility includes

three (3) anaerobic digesters, Digesters A, B and C. The purpose of the digesters is to break down sludge in the wastewater treatment process. The digesters were rehabilitated in 1973. As part of the rehabilitation, a concrete wall cap was constructed atop the digester walls. Portions of the concrete wall cap are beginning to fail and fall off the digester walls, creating a hazardous condition for personnel walking around the digesters at ground level. A project was created to repair the digester walls.

Present Situation

On March 14, 2020, the MUD advertised the project in the Stockton Record and posted to the City’s Bid Flash webpage. Additionally, a notice with a brief project description was mailed to 108 contractors holding Class “A” or Class “C8” licenses and 2,680 notifications were sent through Ask Stockton.

A mandatory pre-bid conference meeting was held on May 7, 2020, with six (6) prospective bidders in attendance. A field visit was conducted after the pre-bid conference. On Thursday, May 21, 2020, two (2) sealed bids were received and publicly opened by the City Clerk with the following results:

COMPANY NAME	BASE BID PRICE	BID ADDITIVE	TOTAL (BASE BID + BID ADDITIVE)
Swierstock Enterprises, Inc. dba Pro Builders	\$ 118,000.00	\$ 50,820.00	\$ 168,820.00
Slater Waterproofing, Inc.	\$ 95,798.00	\$ 35,310.00	\$ 131,108.00
Engineer’s Estimate	\$ 100,000.00	\$ 50,000.00	\$ 150,000.00

The bid received by the apparent low bidder, Slater Waterproofing, Inc. of Montclair, California, is regular in all aspects and compliant with the project specifications.

It is recommended that the City Council award a Construction Contract in the amount of \$131,108 to Slater Waterproofing, Inc., for the Digester Wall Repairs, Project No. M43000.

Local Employment Ordinance

The contract amount is above \$100,000 and therefore, subject to the Local Employment Ordinance (Stockton Municipal Code, Section 3.68.095). The Local Employment Ordinance requires that “all City contracts for public works or improvements of estimated value or City subsidy of \$100,000.00 or more shall contain provisions pursuant to which the contractor promises to make a good faith effort, with the assistance of local labor union hiring halls or community organizations designated by the City to employ qualified individuals who are, and have been for one year prior to the effective date of the contract, residents of Stockton in sufficient numbers so that no less than 50 percent of the contractor’s total construction workforce, including any subcontractor workforce, measured in labor work hours, is comprised of Stockton residents.”

The Local Preference Ordinance (Stockton Municipal Code, Section 3.68.090), which states that “preference shall be given to the purchase of supplies, materials, equipment, and contractual services from local merchants, quality and price being equal,” has no effect as all bidders are located

outside of Stockton and San Joaquin County. The project is under \$1,000,000 and not subject to the Community Workforce and Training Agreement adopted by the City Council on July 26, 2016.

Environmental Clearance

It has been determined that the project conforms with the City's General Plan, pursuant to California Government Code, Section 65402. It has also been determined this action/project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) guidelines. Article 19, Section 15302(c), of the CEQA guidelines specify that projects involving replacement or reconstruction of an existing utility system with negligible or no expansion of an existing capacity are categorically exempt from the provisions of CEQA.

FINANCIAL SUMMARY

There are sufficient funds available in Account No. 431-4331-606 (Wastewater Treatment Plant - Capital Outlay) to award the Construction Contract in the amount of \$131,108 to Slater Waterproofing, Inc. of Montclair, California, for the Digester Wall Repairs, Project No. M43000.

There is no impact to the City's General Fund, or any other unrestricted fund, from the recommended action.

Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION APPROVING THE FILING OF NOTICE OF EXEMPTION NO. NOE26-20, APPROVING THE PROJECT PLANS AND SPECIFICATIONS, AND AWARDING A CONSTRUCTION CONTRACT IN THE AMOUNT OF \$131,108 TO SLATER WATERPROOFING, INC. FOR THE DIGESTER WALL REPAIRS (PROJECT NO. M43000)

On May 21, 2020, the City Clerk of the City of Stockton opened, examined, and publicly declared the sealed bids offered for the Digester Wall Repairs (Project No. M43000); and

Slater Waterproofing, Inc. is the low bidder in the amount of \$131,108, and

The bid submitted by Slater Waterproofing, Inc. is regular and responsive in all aspects; and

The project conforms with the City's General Plan, pursuant to California Government Code, section 65402, and is exempt from the requirements of the California Environmental Quality Act (CEQA) as specified under Article 19, section 15302(c), of the CEQA Guidelines; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The filing of the Notice of Exemption No. NOE26-20 under CEQA for the Digester Wall Repairs (Project No. M43000) is approved, a copy of which is attached as Exhibit 1 and incorporated by this reference.
2. The City Council approves the project Plans and Specifications for the Digester Wall Repairs (Project No. M43000).
3. A \$131,108 Construction Contract between the City of Stockton and Slater Waterproofing, Inc. of Montclair, California, is awarded for the Digester Wall Repairs (Project No. M43000), a copy of which is attached as Exhibit 2 and incorporated by this reference.

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**CITY OF STOCKTON
NOTICE OF EXEMPTION**

TO: COUNTY CLERK
COUNTY OF SAN JOAQUIN
44 N. San Joaquin Street, Suite 260
Stockton, CA 95202

FROM: Lead Agency
City of Stockton
Community Development Dept.
425 N El Dorado Street, #3
Stockton, CA 95202

NOTICE OF EXEMPTION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21152(B) AND CALIFORNIA CODE OF REGULATIONS TITLE 14, SECTION 15062

PROJECT DATA

Project Title: **Digester Wall Repairs Project (M43000)**
CEQA Exemption File No.: NOE26-20
Applicant: Municipal Utilities Department
Project Description: The City of Stockton's Municipal Utilities Department will remove and repair the exterior lip of concrete wall caps of three (3) existing digesters located at the Regional Wastewater Control Facility (RWCF) at 2500 Navy Drive.

DETERMINATION/FINDING OF EXEMPTION

The above-described activity/project is exempt from the environmental assessment requirements of the California Environmental Quality Act (CEQA) pursuant to the following section(s) of the State CEQA Guidelines (California Code of Regulations, Title 14):

- The activity is not a "project," as defined in CEQA Guidelines §15378.
- The activity is exempt under the "general rule" at CEQA Guidelines §15061(B)(3).
- The project is "Statutorily Exempt" per CEQA Guidelines §: _____.
- The project is "Categorically Exempt" per CEQA Guidelines §:15302(c).

BASIS FOR FINDING OF EXEMPTION

- The activity does not qualify as a project and/or clearly could not have a significant effect on the environment and, therefore, CEQA does not apply.
- The activity constitutes a discretionary project under the City's jurisdiction and qualifies as a project which has been determined not to have a significant effect on the environment and, therefore, is exempt from the provisions of CEQA under the above-noted statutory or categorical exemption(s).

John Abrew, Director
MUNICIPAL UTILITIES DEPARTMENT

June 10, 2020
(DATE OF PREPARATION)

By 
Juan Chavez, Engineering Services Manager

7/28/2020
(DATE OF FINAL APPROVAL)

AFFIDAVIT OF FILING AND POSTING

I declare that on the date stamped above, I received and posted this notice or included it on a list of such notices which was posted as required by California Public Resources Code Section 21152(B). Said notice or list of notices will remain posted for 35 days from the filing date.

Signature

Title

Posting Period Ending Date

**CONSTRUCTION CONTRACT
DIGESTER WALL REPAIRS
PROJECT NO. M43000**

This contract is made and entered into on _____, by and between **SLATER WATERPROOFING, INC**, a **STATE OF CALIFORNIA CORPORATION**, with a business address at **5577 ARROW HIGHWAY, MONTCLAIR, CA 91763**, hereinafter called "CONTRACTOR," and CITY OF STOCKTON, a municipal corporation, hereinafter called "CITY."

WITNESSETH:

WHEREAS, plans and specifications for the construction of **DIGESTER WALL REPAIRS (PROJECT NO. M43000)**, hereinafter called "PROJECT," were regularly adopted by **Council Resolution No. _____**, on _____; and

WHEREAS, the contract for said work was regularly awarded to CONTRACTOR, by **Council Resolution No. _____**, on _____.

NOW, THEREFORE, in consideration of the promises and of the mutual covenants herein contained, the parties hereto expressly agree as follows:

CONTRACTOR agrees:

1. SCOPE OF SERVICES. To do the work and furnish all the labor, materials, tools, equipment, and insurance required for the construction of PROJECT in accordance with the plans and specifications adopted on _____, by **Council Resolution No. _____**. The "contract documents," which include the bid documents, project plans, specifications, all letters of clarification, and the City of Stockton Standard Specifications and Plans, are incorporated into and made a part of this contract by this reference to the same extent as if fully set forth.

2. COMPENSATION. To do and perform the work contemplated hereby in a good and workmanlike manner and to furnish all labor, materials, tools, and equipment necessary therefore at the prices specified in Exhibit A, attached hereto and by reference made a part hereof, under the direction of and to the complete satisfaction of the Director of Municipal Utilities department of the City of Stockton. Total compensation for services and reimbursement for costs shall not exceed **\$131,108**, or as otherwise mutually agreed to in a Contract Change Order.

3. INSURANCE. CONTRACTOR shall not commence any work before obtaining, and shall maintain in force at all times during the duration and performance of this contract, the policies of insurance specified in Exhibit B, which is attached to this contract and incorporated by this reference, and as provided in the "contract documents" including Section 7-1.06 of the City of Stockton Standard Specifications and Plans as adopted on September 27, 2016, by Council Resolution No. 2016-09-27, effective September 27, 2016.

It shall be a requirement under this agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits shall be available to the Additional Insured.

Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named Insured; whichever is greater.

The Additional Insured coverage under the CONTRACTOR's policy shall be "primary and non-contributory" and will not seek contribution from the City of Stockton's insurance or self-insurance and shall be at least as broad as ISO CG 20 01 04 13.

The limits of insurance required in this agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a

provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the City of Stockton (if agreed to in a written contract or agreement) before the City of Stockton's own insurance or self-insurance shall be called upon to protect it as a named insured.

All self-insured retentions (SIR) must be disclosed to the CITY's Risk Management for approval and shall not reduce the limits of liability. Payment Bond in the amount of the self-insured retention (SIR) may be required.

Policies containing any self-insured retention (SIR) provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or the CITY.

The CITY reserves the right to obtain a full certified copy of any insurance policy and endorsements.

Failure to exercise this right shall not constitute a waiver of right to exercise later.

CONTRACTOR shall maintain insurance as required by this contract to the fullest amount allowed by law and shall maintain insurance for a minimum of five years following the completion of this project. In the event contractor fails to obtain or maintain completed operations coverage as required by this agreement, the City at its sole discretion may purchase the coverage required and the cost will be paid by contractor.

CONTRACTOR agrees to include with all Subcontractors in their subcontract the same requirements and provisions of this agreement including the indemnity and insurance requirements to the extent they apply to the scope of the Subcontractor's work. Subcontractors hired by CONTRACTOR agree to be bound to CONTRACTOR and the CITY in the same manner and to the same extent as CONTRACTOR is bound to the CITY under the Contract Documents. Subcontractor further agrees to include these same provisions with any Sub-subcontractor. A copy of the CITY Contract Document Indemnity and Insurance provisions will be furnished to the Subcontractor upon request. The General CONTRACTOR shall require all sub-contractors to provide a valid certificate of insurance and the required endorsements included in the agreement prior to commencement of any work and contractor will provide proof of compliance to the City.

4. INDEMNITY AND HOLD HARMLESS. To the fullest extent permitted by law, Contractor shall hold harmless, defend, and indemnify City of Stockton and its officers, officials, employees, and volunteers from and against all claims, damages, losses, and expenses including attorney fees arising out of the performance of the work described herein, caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, except where caused by the active negligence, sole negligence, or willful misconduct of the City of Stockton. This obligation is independent of, and shall not in any way be limited by, the minimum Insurance obligations contained in this agreement. These obligations shall survive the completion or termination of this agreement.

5. STANDARD PLANS AND SPECIFICATIONS. The performance of said work and the furnishing of said materials shall be executed in accordance with Section 8-1.04B of the City of Stockton Standard Specifications and Plans as adopted on September 27, 2016, by Council Resolution No. 2016-09-27-1213, effective September 27, 2016, and the provisions of the issued project specifications.

The Director of Municipal Utilities department will furnish CONTRACTOR a weekly statement showing the number of days charged to the contract for the preceding week, the number of days specified for completion of the contract, and the number of days remaining to complete the contract. CONTRACTOR will be allowed one (1) week in which to file a written protest setting forth in what respects said weekly statement is incorrect, otherwise the statement shall be deemed to have been accepted by CONTRACTOR as correct.

6. WORKING DAYS. It is agreed by the parties to the contract that in case all the work called for under the contract in all parts and requirements, is not finished or completed within the number of days as set forth, damage will be sustained by the CITY, and that it is and will be impracticable and extremely difficult to ascertain the actual damage which CITY will sustain in the event of and by reason of such delay; and it is therefore agreed that CONTRACTOR will pay to CITY the sum of FIVE HUNDRED AND NO/100

DOLLARS (\$500) per day for each and every calendar day's delay in finishing the work in excess of the number of days prescribed; and CONTRACTOR agrees to pay said liquidated damages as herein provided, and in case the same are not paid, agrees that CITY, may deduct the amount thereof from any monies due or that may become due CONTRACTOR under the contract.

It is further agreed that in case the work called for under the contract is not finished and completed in all parts and requirements within the number of days as specified, the CITY shall have the right to increase the number of days or not, as may seem best to serve the interest of CITY, and if the CITY decides to increase the said number of days, the CITY shall further have the right to charge to CONTRACTOR, CONTRACTOR's heirs, assigns or sureties, and to deduct from the final payment for the work, all or any part, as may be deemed proper, the liquidated damages as specified or the actual cost of engineering, inspection, superintendence, and other overhead expenses which are directly chargeable to the contract, and which accrue during the period of such extension, whichever is greater, except the cost of final surveys and preparation of final estimate shall not be included in such charges.

A working day shall not include, nor shall CONTRACTOR be assessed with liquidated damages nor the additional cost of engineering and inspection during any delay beyond the time named for the completion of the work caused by acts of God or of the public enemy, acts of CITY, fire, floods, epidemics, quarantine restrictions, strikes, and freight embargoes and subject to approval by the Director of Municipal Utilities department, inability to get materials ordered by CONTRACTOR or subcontractor due to such causes provided that CONTRACTOR shall notify the Director of Municipal Utilities department in writing of the causes of delay within five (5) working days from the beginning of any such delay, and the Director shall ascertain the facts and the extent of the delay, and Director's findings of the facts thereon shall be final and conclusive.

If CONTRACTOR is delayed by reason of alterations made in these specifications, or by any act of the Director of Municipal Utilities department or of the CITY, not contemplated by the contract, the time of completion shall be extended proportionately and CONTRACTOR shall be relieved during the period of such extension of any claim for liquidated damages, engineering or inspection charges or other penalties. CONTRACTOR shall have no claim for any other compensation for any such delay.

7. CONFORMANCE TO APPLICABLE LAWS. Contractor shall comply with all applicable Federal, State, and Municipal laws, rules, and ordinances. Contractor shall not discriminate in the employment of persons or in the provision of services under this Contract on the basis of any legally protected classification, including race, color, national origin, ancestry, sex or religion of such person.

a. **TITLE VI**

Title VI of the Civil Rights Act of 1964 requires that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." (42 USC Section 2000d) <http://www.dol.gov/oasam/regs/statutes/titlevi.htm>.

The City of Stockton requires compliance with the requirements of Title VI in all of its programs and activities regardless of funding source.

b. **DISCRIMINATION AND HARASSMENT POLICY**

The City of Stockton has a Discrimination and Harassment Policy (Exhibit C). The purpose of this policy is to reaffirm the CITY's commitment to demonstrating respect for all individuals by strictly prohibiting discrimination and harassment, including sexual harassment in the workplace, to define the types of behavior and conduct prohibited by this policy, and to set forth a procedure for reporting, investigating, and resolving complaints of discrimination and harassment in the workplace.

c. LABOR STANDARDS PROVISIONS/CALIFORNIA LABOR CODE

The bidder shall understand that conditions set forth in Division 2, Part 7, Chapter 1, Article 2, Wages of the California Labor Code shall be considered part of the contract agreement. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=LAB&division=2.&title=&part=7.&chapter=1.&article=2.

d. PREVAILING WAGE

CONTRACTOR and any subcontractor shall pay each employee engaged in the trade or occupation not less than the prevailing hourly wage rate. In accordance with the provisions of Section 1770 of the Labor Code, the Director of Department of Industrial Relations of the State of California has determined the general prevailing wage and employer payments for health and welfare, pension, vacation, travel time, and subsistence pay as provided for in Section 1773.1, apprenticeship or other training programs authorized by Section 3093 and similar purposes applicable to the work to be done. CONTRACTOR performing the work under this contract shall obtain a copy of the wage rate determination and shall distribute copies to each subcontractor. As the wage determination for each craft reflects an expiration date, it shall be the prime CONTRACTOR and each subcontractor's responsibility to ensure that the prevailing wage rates of concern is current and paid to the employee.

- i. The CONTRACTOR performing the work shall be responsible for obtaining a copy of the State wage rate determination. State wage rates may be obtained at <http://www.dir.ca.gov/OPRL/pwd/Determinations/Northern/Northern.pdf>. The CONTRACTOR shall be responsible for posting said wage rates at a prominent location at the work site and shall maintain same in a good readable condition for the duration of the work.
- ii. Should the CONTRACTOR choose to work on a Saturday, Sunday or on a holiday recognized by the Labor Unions, the CONTRACTOR shall reimburse the CITY the actual cost of engineering, inspection, superintendence, and or other overhead expenses which are directly chargeable to the contract. Should such work be undertaken at the request of the CITY, reimbursement will not be required. To conform strictly with the provisions of Division 2, Part 7, Chapter 1, Article 2, of the Labor Code of the State of California. To forfeit as a penalty to CITY the sum of TWENTY-FIVE AND NO/100 DOLLARS (\$25.00) for each laborer, worker, or mechanic employed by CONTRACTOR, or by any subcontractor under CONTRACTOR, in the execution of this contract, for each calendar day during which any laborer, worker, or mechanic is required or permitted to work more than eight (8) hours and who is not paid the general prevailing rate of per diem wages for holiday and overtime work in violation of the provisions of Sections 1770 to 1781 of the Labor Code of the State of California. That all sums forfeited under the provisions of the foregoing sections shall be deducted from the payments to be made under the terms of this contract.
- iii. The CONTRACTOR to whom the contract is awarded shall insure that the prime and each subcontractor will in accordance with Section 1776 of the Labor Code, maintain certified payroll records. A copy of said records shall be provided with each invoice to the Municipal Utilities department, Attention Contract Compliance Officer. It shall be the CONTRACTOR'S responsibility to obtain copies of the current prevailing wage rate determination for all subcontractors. Additionally, certified payroll records must be uploaded to the DIR website as required by labor code.
- iv. The CONTRACTOR shall comply with the provisions established in Section 1777.5 of the Labor Code concerning the 1) certified approval by local joint apprenticeship

committees for the employment and training of apprentices, and 2) contribution of funds to administer and conduct apprenticeship programs, if applicable to the job.

e. LOCAL EMPLOYMENT ORDINANCE

For contracts valued at \$100,000 and above, pursuant to Stockton Municipal Code Section 3.68.095 the CONTRACTOR and all subcontractors shall make a good faith effort to employ at least 50 percent of the workforce on this project from local residents, as measured by total labor work hours. Failure of any CONTRACTOR or subcontractor to comply with these requirements shall be deemed a material breach of the contract or subcontract. CONTRACTORS and subcontractors shall maintain records necessary for monitoring their compliance with section 3.68.095.

f. COMMUNITY WORKFORCE TRAINING AGREEMENT

For contracts valued at 1,000,000 and above, pursuant to the implementation of the Community Workforce Training Agreement (CWTA) adopted by the City Council on July 26, 2016, the successful bidder shall be required to comply with the provisions of the CWTA. For any project subject to this Agreement, the Local Hire, Priority Apprentice and Workforce Development Program requirements shall apply in lieu of the requirements of Stockton Municipal Code Section 3.68.095 and no separate compliance with Section 3.68.095 will be required of the Contractors/Employers working on the project.

CITY agrees:

8. COMPENSATION. To pay CONTRACTOR for the work herein contemplated in the following manner: Progress payments will be made on or about the first day of each calendar month, in such sum as shall make the aggregate of payment up to such day equal to ninety-five percent (95%) of the proportional contract price, upon the basis of the progress certificate of the Director of Municipal Utilities department as to the amount of work done and the proportional amount of the contract price represented therefore; and all of the remaining part of the contract price not as aforesaid paid, shall be paid at the expiration of thirty-five (35) days from the completion of said work of construction and the certification by the Director of Municipal Utilities department of such completion.

9. SECURITIES. Pursuant to Section 22300 of the Public Contract Code, CONTRACTOR will be permitted, at its request and sole expense, to substitute securities for any monies withheld by the CITY to ensure performance under the contract. Said securities will be deposited either with the CITY or with a State or federally chartered bank as escrow agent. Securities eligible for this substitution are those listed in Section 16430 of the California Government Code or bank or savings and loan certificates of deposit. CONTRACTOR shall be the beneficial owner of any securities substituted for monies withheld and shall receive any interest thereon.

10. CHANGE ORDERS. CITY reserves the right to make such alterations, deviations, additions to or omissions from the plans and specifications, including the right to increase or decrease the quantity of any item or portion of the work, as may be deemed by the Engineer to be necessary or advisable and to require such extra work as may be determined by the Engineer to be required for the proper completion or construction of the whole work contemplated.

Any such changes will be set forth in a contract change order which will specify, in addition to the work done in connection with the change made, adjustment of contract time, if any, and the basis of compensation for such work. A contract change order will not become effective until approved by the City Manager and/or the City Council.

Processing of change orders shall be in accordance with Section 4-1.05A of the City of Stockton Standard Specifications and Plans as adopted by Council on September 27, 2016, by Resolution No. 2016-09-27-1213, effective September 27, 2016, or as otherwise amended by Council. When the compensation for an item of work is subject to adjustment under the provisions of Standard Specifications and Plans, Section 4-1.05A, CONTRACTOR shall, upon request, promptly furnish the Engineer with adequate detailed cost data for such item of work.

11. AUDITS. CITY reserves the right to periodically audit all charges made by CONTRACTOR to CITY for services under the contract. Upon request, CONTRACTOR agrees to furnish CITY, or a designated representative, with necessary information and assistance.

CONTRACTOR agrees that CITY or its delegate will have the right to review, obtain and copy all records pertaining to performance of the contract. CONTRACTOR agrees to provide CITY or its delegate with any relevant information requested and shall permit CITY or its delegate access to its premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees and inspecting and copying such books, records, accounts, and other material that may be relevant to a matter under investigation for the purpose of determining compliance with this requirement. CONTRACTOR further agrees to maintain such records for a period of three (3) years after final payment under the contract.

12. WAIVER. It is expressly understood and agreed by and between the parties hereto that a waiver of any of the conditions of this contract shall not be considered a waiver of any of the other conditions thereof.

It is further understood and agreed by and between the parties hereto that time is of the essence of this contract in all respects.

IN WITNESS WHEREOF, the parties hereto have hereunto affixed their hands and seals the day and year first above written.

ATTEST:
ELIZA R. GARZA, CMC
CITY CLERK
CITY OF STOCKTON

CITY:

By: _____

By: _____
HARRY BLACK
CITY MANAGER

APPROVED AS TO FORM & CONTENT:
JOHN M. LUEBBERKE
OFFICE OF THE CITY ATTORNEY

By: *POS Guller*
SLATER WATERPROOFING, INC.

By: _____
ASSISTANT CITY ATTORNEY

953352055
Tax Identification No.

LOCAL EMPLOYMENT ORDINANCE

This contract is subject to the requirements of the City of Stockton's Local Employment Ordinance. By my signature below, I certify that I have read and understood the Local Employment Ordinance of the City of Stockton, and agree to abide by its provisions. If selected to perform this contract, I specifically agree to report data on the actual number of Stockton residents employed, and understand that data will be subject to verification by an independent auditor.

Signature of Bidder *C Osull*

Date Signed May 21, 2020

Addendum A

CITY OF STOCKTON COMMUNITY WORKFORCE AND TRAINING AGREEMENT

AGREEMENT TO BE BOUND

The undersigned, as a Contractor or Subcontractor, including construction material trucking company/entity, (CONTRACTOR) on the City of Stockton Project, (hereinafter PROJECT), for and in consideration of the award to it of a contract to perform work on said PROJECT, and in further consideration of the mutual promises made in this Community Workforce and Training Agreement (hereinafter AGREEMENT), a copy of which was received and is acknowledged, hereby:

(1) Accepts and agrees to be bound by the terms and conditions of the AGREEMENT for this Project, together with any and all amendments and supplements now existing or which are later made thereto:

(2) The CONTRACTOR agrees to be bound by the legally established local trust agreements designated in the applicable Schedule A as set forth in Article IV of this AGREEMENT.

(3) The CONTRACTOR authorizes the parties to such local trust agreements to appoint trustees and successor trustees to administer the trust funds and hereby ratifies and accepts the trustees so appointed as if made by the CONTRACTOR;

(4) Certifies that it has no commitments or agreements which would preclude its full and complete compliance with the terms and conditions of said AGREEMENT.

(5) Agrees to secure from any CONTRACTOR(S) (as defined in said AGREEMENT) which is or becomes a subcontractor (of any tier) to it, a duly executed Agreement to be Bound in form identical to this document.

(6) This Agreement to be Bound constitutes a subscription agreement to the extent of its terms. However, the undersigned agrees to execute a separate Subscription Agreement(s) or contributing employer agreement for Trust Funds when such Trust Fund(s) requires such document(s).

Date: May 21, 2020

Slater Waterproofing, Inc.

Name of Contractor

Chad Gamell 

(Name of Contractor Representative)

Vice President

(Authorized Officer & Title)

373368

CSLB # of Motor Carrier Permit

EXHIBIT A

**CITY OF STOCKTON
MUNICIPAL UTILITIES DEPARTMENT**

**Digester Wall Repairs
Project No. M43000**

Each bidder shall bid each item. Failure to bid an item shall cause the bid to be considered non-responsive, and it will be rejected.

All applicable sales taxes, state and/or federal taxes, and any other special taxes, patent rights, or royalties are included in the prices quoted in this proposal. All bid items listed below are an estimated quantity. This shall be the responsibility of the Contractor to make their own estimate based on what are shown and called for in the contract Plans and Specifications.

BASE BID – DIGESTER “B” AND DIGESTER “C”

Item #	Description	Est. Quantity	Unit	Unit Price	Total Price
1	Mobilization	1	LS	\$12,608.00	\$12,608.00
2	Remove Exterior Lip	660	LF	\$45.25	\$29,865.00
3	Grind 1/2-inch Bevel	660	LF	\$55.00	\$36,300.00
4	Prepare and Coat Surface	660	LF	\$21.25	\$14,025.00
5	Demobilization	1	LS	\$3,000.00	\$3,000.00
TOTAL BASE BID: The sum of Items 1 through 5					\$95,798.00

Ninety Five Thousand, Seven Hundred Ninety Eight Dollars

Total Base Bid – Words

*** BID ADDITIVE – DIGESTER “A” ***

Item #	Description	Est. Quantity	Unit	Unit Price	Total Price
A1	Remove Exterior Lip	330	LF	\$40.00	\$13,200.00
A2	Grind 1/2-inch Bevel	330	LF	\$46.00	\$15,180.00
A3	Prepare and Coat Surface	330	LF	\$21.00	\$6,930.00
TOTAL DIGESTER “A” ADDITIVE BID: The sum of Items A1 through A3					\$35,310.00

Thirty Five Thousand, Three Hundred Ten Dollars

Total Bid Additive – Words

Slater Waterproofing, Inc.

Firm Name



Bidder's Signature

If award is made, it will be based on the lowest, responsive, responsible bidder whose **BASE BID** yields the lowest Contract price.

Selection of the **BID ADDITIVE** shall be at the sole discretion of the City.

EXHIBIT B:
Insurance Requirements for Construction Contracts

Contractor shall procure and maintain for the duration of the contract, *and for five (5) years thereafter*, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, their agents, representatives, employees, or subcontractors. In the event contractor fails to obtain or maintain completed operations coverage as required by this agreement, the City, at its sole discretion, may purchase the coverage required and the cost will be paid by the contractor.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability (CGL):** Insurance Services Office (ISO) Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability:** Insurance Services Office Form CA 0001 covering Code 1 (any auto), with limits no less than **\$2,000,000** per accident for bodily injury and property damage.
3. **Workers' Compensation** insurance as required by the State of California, with Statutory Limits, and Employers' Liability insurance with a limit of no less than \$1,000,000 per accident for bodily injury or disease.
4. **Surety Bonds** as described below.

It shall be a requirement under this agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits shall be available to the Additional Insured. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any Insurance policy or proceeds available to the named insured; whichever is greater. No representation is made that the minimum insurance requirements of this agreement are sufficient to cover the obligations of the Contractor under this agreement.

Limits of Insurance

The limits of insurance required in this agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status

The City of Stockton, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 if a later edition is used). Additional insured Name of Organization shall read "City of Stockton, its officers, officials, employees, and volunteers." Policy shall cover City of Stockton, its officers, officials, employees, and volunteers for all locations work is done under this contract.

Primary Coverage

The Additional Insured coverage under the Contractor's policy shall be "primary and non-contributory" and will not seek contribution from the City's insurance or self-insurance and shall be at least as broad as CG 20 01 04 13. The City of Stockton does not accept endorsements limiting the Contractor's insurance coverage to the sole negligence of the Named Insured.

Claims Made Policies – (Note – applicable only to professional and/or pollution liability)

If any coverage required is written on a claims-made coverage form:

1. The retroactive date must be shown, and this date must be before the execution date of the contract or the beginning of contract work.
2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of contract work.
3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the contract effective, or start of work date, the Contractor must purchase extended reporting period coverage for a minimum of five (5) years after completion of contract work.
4. A copy of the claims reporting requirements must be submitted to the City of Stockton for review.
5. If the services involve lead-based paint or asbestos identification/remediation, the Contractors Pollution Liability policy shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification/remediation, the Contractors Pollution Liability policy shall not contain a mold exclusion, and the definition of Pollution shall include microbial matter, including mold.

Notice of Cancellation

Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City of Stockton.

Waiver of Subrogation

Contractor hereby grants to City of Stockton a waiver of any right to subrogation which any insurer of said Contractor may acquire against the City of Stockton by virtue of the payment of any loss under such insurance. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City of Stockton has

received a waiver of subrogation endorsement from the insurer. **The Workers' Compensation policy shall be endorsed with a waiver of subrogation** in favor of the City of Stockton for all work performed by the Contractor, its employees, agents and subcontractors.

Self-Insured Retentions

All Self-insured retentions must be disclosed to Risk Management for approval and shall not reduce the limits of liability. The City of Stockton may require the Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City of Stockton.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City of Stockton.

Verification of Coverage

Contractor shall furnish the City of Stockton with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City of Stockton Risk Services before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. The City of Stockton reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Contractor shall, prior to the commencement of work under this Agreement, provide the City of Stockton with a copy of its declarations page(s) and endorsement page(s) for each of the required policies.

Subcontractors

Contractors shall require and verify that all subcontractors, or other parties hired for this work, purchase and maintain coverage for indemnity and insurance requirements as least as broad as specified in this agreement to the extent they apply to the scope of the subcontractor's work with the same certificate of insurance requirements and naming as additional insureds all parties to this contract. Contractor shall include the following language in their agreement with Subcontractors: Subcontractors hired by Contractor agree to be bound to Contractor and City in the same manner and to the same extent as Contractor is bound to City under the contract documents and provide a valid certificate of insurance and the required endorsements included in the agreement as proof of compliance prior to commencement of any work and to include this same requirement for any subcontractors they hire for this work. A copy of the owner contract document indemnity and insurance provisions will be furnished to the subcontractor upon request. Contractor shall provide proof of such compliance and verification to the City upon request.

Surety Bonds

Contractor shall provide the following Surety Bonds:

1. Bid bond

2. Performance bond
3. Payment bond (or Labor and Material bond)
4. Maintenance bond

The Payment Bond and the Performance Bond shall be in a sum equal to one hundred percent (100%) of the contract price. If the Performance Bond provides for a one-year warranty a separate Maintenance Bond is not necessary. If the warranty period specified in the contract is for longer than one year a Maintenance Bond equal to 10% of the contract price is required. Bonds shall be duly executed by a responsible corporate surety, authorized to issue such bonds in the State of California and secured through an authorized agent with an office in California.

Special Risks or Circumstances

City of Stockton reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Certificate Holder Address

Proper address for mailing certificates, endorsements and notices shall be:

City of Stockton
Attn: City Risk Services
400 E Main Street, 3rd Floor – HR
Stockton, CA 95202

EXHIBIT C
CITY OF STOCKTON, CALIFORNIA
CITY MANAGER ADMINISTRATIVE DIRECTIVE

EXHIBIT 2

Subject: DISCRIMINATION AND HARASSMENT POLICY	Directive No. HR-15	Page No. 1 of 14
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PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
 PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

I. PURPOSE

The purpose of this policy is to reaffirm the City's commitment to demonstrating respect for all individuals by strictly prohibiting discrimination and harassment, including sexual harassment in the workplace. This policy defines prohibited behavior and conduct, and sets forth a procedure for reporting, investigating and resolving complaints of discrimination, harassment, in the workplace, including retaliation and hostile work environment.

II. POLICY

- A. The City of Stockton prohibits any form of discrimination and/or harassment of any person based on race, religious creed, color, national origin, ancestry, military and veterans status, physical or mental disability, medical condition, genetic characteristics or information, denial of family and medical care leave, marital status, sexual orientation, sex (including gender, gender identity, gender expression, transgender, pregnancy, childbirth and breastfeeding), political affiliation, age (40 and older), concerted labor activity, or any other category or attribute consistent with state or federal law. All such discrimination and harassment is unlawful and shall not be tolerated. In addition, under the federal Affordable Care Act (ACA), the City of Stockton prohibits discrimination and/or harassment, or retaliation against an employee who obtains coverage, receives a tax credit or subsidy through the Health Care "Market Place" or "Exchange."
- B. It is an unlawful employment practice to discriminate against or to harass an unpaid intern or volunteer on the basis of any legally protected classification unless an exception applies, such as a bona fide occupational qualification.
- C. The City will neither tolerate nor condone discrimination and/or harassment of employees by managers, supervisors, co-workers, or non-employees with whom City employees have a business service, or professional relationship.
- D. All City employees and non-employees share a responsibility to assist in

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maintaining an employment environment free of discrimination and harassment. This policy applies to all aspects of City employment, including, but not limited to, hiring, reassignment, placement, promotion, employment action, disciplinary action, layoff, reemployment, transfer, leave of absence, compensation and benefits, training; or other terms of treatment of that person in an unpaid internship, or another limited duration program to provide unpaid work experience for that person, or the harassment of an unpaid intern or volunteer.

- E. All allegations of discrimination and/or harassment shall be investigated immediately by the City, in accordance with this policy. If it is determined that any prohibited activity has occurred, remedial action shall be taken. Such action may include discipline up to and including discharge. In addition, under applicable law, individual supervisors and employees may be subject to personal liability and/or punitive damages in any litigation arising as a result of such conduct.
- F. All new hires shall attend harassment awareness training, and supervisors and managers shall attend harassment awareness and prevention training for supervisors every two years.
- G. The City of Stockton prohibits retaliation against any employee or non-employee by another employee, non-employee, supervisor, or manager for reporting, filing, testifying, assisting or participating in any manner in any investigation, proceeding, or hearing conducted by the employer or a federal or state enforcement agency.
- H. This policy applies to all officials, employees, volunteers, unpaid interns, agents, or contractors of the City.
- I. This policy shall be administered by the Director of Human Resources.

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III. DEFINITION AND EXAMPLES OF DISCRIMINATION AND HARASSMENT

- A. "Discrimination," as used in this policy, is any action, behavior, practice, or process that is intended to deny, or results in the denial of, employment rights, privileges, or benefits because of a person's race, religious creed, color, national origin, ancestry, military and veterans status, physical or mental disability, medical condition, genetic characteristics or information, denial of family and medical care leave, marital status, sexual orientation, sex (including gender, gender identity, gender expression, transgender, pregnancy, childbirth and breastfeeding), political affiliation, age (40 and older), concerted labor activity, or any other prohibition identified under state and federal law. The following are examples of conduct that may constitute discrimination:
1. Soliciting applications from a source where all or most of potential workers are of the same race or color.
 2. Considering a person's gender as the basis for differences in pay, work assignments, performance evaluations, training, discipline, or any other area of employment; and
 3. Questioning a job applicant about the existence, nature and severity of a disability.
- B. "Harassment," as used in this policy, consists of any conduct affecting another person because of his or her race, religious creed, color, national origin, ancestry, military and veterans status, physical or mental disability, medical condition, genetic characteristics or information, denial of family and medical care leave, marital status, sexual orientation, sex (including gender, gender identity, gender expression, transgender, pregnancy, childbirth and breastfeeding), political affiliation, age (40 and older), concerted labor activity, or any other category or attribute identified under state and federal law when such conduct has the purpose or the effect of: (1) creating an intimidating, hostile or offensive work environment; (2) unreasonably interfering with the employee's or non-employee's work performance; or (3)

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otherwise adversely affecting an employee's or non-employee's employment opportunities.

Harassment may take many forms, including, but not limited to, the following examples:

1. Verbal Harassment: Epithets, derogatory and offensive comments or slurs based on race, religion, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, medical condition, gender, sexual orientation, political affiliation, age, or any other category or attribute identified under state and federal law.
 2. Physical Harassment: Assault, impeding or blocking movement that results in the physical interference with normal work or movement on the basis of race, religion, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, medical condition, gender, sexual orientation, political affiliation, age, or any other category or attribute identified under state and federal law.
 3. Visual Harassment: The displaying of posters, photography, notices, bulletins, e-mails, cartoons or drawings with derogatory and offensive content based on race, religion, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, medical condition, gender, sexual orientation, political affiliation, age, or any other category or attribute identified under state and federal law.
- C. "Sexual harassment," as used in this policy, is a subcategory of harassment, and is specifically defined by law as unwanted sexual advances, requests for sexual favors or visual, verbal or physical conduct of a sexual nature when:
1. Submission to such conduct is made a term or condition of employment; or
 2. Submission to or rejection of such conduct is used as a basis for employment decisions affecting the individual; or

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3. Such conduct has the purpose or effect of unreasonably interfering with an employee's or non-employee's work performance or creating an intimidating, hostile or offensive working environment because of the persistent, severe or pervasive nature of the conduct.

Examples of Sexual Harassment include, but are not limited to the following:

- a. Unwelcome sexual overtures or propositions.
- b. Offering employment benefits or status in exchange for sexual favors.
- c. Making or threatening retaliation after a negative response to sexual advances.
- d. Visual conduct such as leering, making sexual gestures, displaying sexually suggestive objects or pictures, cartoons, calendars or posters.
- e. Verbal conduct such as using epithets or slurs, telling sexually explicit jokes, or making derogatory or suggestive comments about a person's body or dress.
- f. Written communications of a sexual nature distributed in hard copy, soft copy or via a computer network.
- g. Verbal abuse of a sexual nature, graphic verbal commentary about an individual's body, sexually degrading words to describe an individual, suggestive or obscene letters, notes or invitations.
- h. Physical conduct such as touching, assaulting, impeding or blocking movements.

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- i. Retaliation for making harassment reports or threatening to report harassment.

D. Affordable Care Act (ACA) Anti-Retaliation

Pursuant to section §1558 of the Affordable Care Act, the City prohibits discrimination or retaliation towards any employee who:

1. Receives a health insurance tax credit or subsidy through the Health Care "Marketplace" or "Exchange", by which can trigger a penalty payable by the employer;
2. Reports potential violations of protections afforded under Title I of the Act, which provides guaranteed availability protections among other things;
3. Testifies in a proceeding concerning such violation;
4. Assists or participates in a proceeding concerning a violation; or
5. Objects to, or refuses to participate in, any activity, policy, practice, or assigned task that the employee reasonably believes to be in violation of any provision of the Title I of the Act.

An employee who believes that he or she has been discharged or otherwise discriminated against in violation of section §1558 of the Affordable Care Act may seek relief in accordance with the procedures, notifications, burdens of proof, remedies, and statutes of limitation set forth in section 2087(b) of title 15, United States Code.

IV. REPORTING AND COMPLAINT PROCEDURES

A. Immediate Action Required

The City's reporting and complaint procedures provide for an immediate, thorough and objective investigation of discrimination or harassment claims, appropriate disciplinary action taken against any person found to have engaged in prohibited behavior, and appropriate alternative remedies to any

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employee or non-employee subject to discrimination or harassment. To accomplish this, such incidents must be reported immediately to a supervisor or manager.

1. Employee's and Non-Employee's Responsibilities when Subjected to Discrimination and/or Harassment

- a. Employees or non-employees who believe they have been subjected to discrimination or harassment, or are aware of discrimination or harassment against others, shall report the situation immediately to his/her supervisor or manager, except as specified in subsection (b), below. Employees and non-employees shall report any such incidents occurring in the workplace, whether committed by coworkers, supervisors or managers, or third persons doing business with the City, such as customers or vendors, or other non-employees. If comfortable doing so, an employee or non-employee who has a complaint of discrimination or harassment is encouraged to directly inform the person(s) engaging in the behavior that such conduct is offensive and insist the behavior to stop.
- b. Employees and non-employees must immediately contact a supervisor or manager to register a complaint of discrimination or harassment, unless that supervisor or manager is the individual engaging in the unwanted behavior. In that case, the employee or non-employee may contact someone at the next supervisory level. If the employee or non-employee feels uncomfortable dealing directly with his or her immediate supervisor or manager, he or she may contact the department head, or the Director of Human Resources (or either of their designees) to register a complaint of discrimination or harassment.
- c. Employees and non-employees may file a formal complaint of harassment or discrimination with their department head or

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with Human Resources. To assist the City in conducting a thorough investigation, complaints shall be submitted in writing and shall include specific details of the incident(s), the names of the individuals involved, the names of any witnesses, and any documentary evidence (notes, pictures, cartoons, etc.) that will corroborate the allegations.

- d. Employees and non-employees shall immediately report any retaliation to a supervisor, manager, department head or Director of Human Resources (or designee). All retaliation complaints shall be immediately, objectively and thoroughly investigated in accordance with the investigation procedures. If a report of retaliation is substantiated, appropriate disciplinary action, up to and including discharge shall be taken.

2. Supervisor's or Manager's Responsibilities to Eliminate Discrimination and/or Harassment

- a. A supervisor or manager is responsible for enforcing the City's discrimination and harassment policy. Supervisors or managers must ensure that all employees and non-employees are aware of the City's policy through open discussion of the policy at staff meetings and by posting the policy in a conspicuous location accessible to all staff members.
- b. A supervisor or manager shall be cognizant of employees' and non-employees' behavior and shall not permit any employee or non-employee under their supervision to be subjected to or engage in any conduct prohibited by this policy.
- c. A supervisor or manager who observes conduct prohibited by this policy shall immediately direct the employee or non-employee to cease the conduct.

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- d. A supervisor or manager who receives a complaint of prohibited conduct is required to take the complaint seriously, and report the matter immediately to the department head; be supportive of the complainant; ensure there is no retaliation against the complainant; conduct an internal fact-finding review into the allegations; obtain as much detailed information as possible; thoroughly document the findings; communicate in written form to the parties the resolution of the complaint; and report to and consult with the Human Resources Department promptly, without delay.

- B. Confidentiality. The City will make every effort to protect the privacy and confidentiality of all parties involved, as well as any information and/or documentation obtained, to the extent possible consistent with a thorough investigation.
- C. Penalty for Non-Compliance. The City shall take disciplinary action, up to and including discharge, against any supervisor or manager who fails in his/her responsibility to take immediate action in response to an employee's or non-employee's complaint of discrimination or harassment. Further, such disciplinary action shall be taken against a supervisor or manager who fails to stop discriminatory or harassing conduct committed in his/her presence or to stop such conduct about which the supervisor or manager has knowledge.

V. INVESTIGATION PROCEDURES

A. Determination of Responsibility for Investigation

If a formal complaint is filed with the department head or the Director of Human Resources (or either of their designees), the department head and the Director of Human Resources shall consult with one another to determine whether the department or Human Resources shall conduct the fact-finding investigation into the allegations. Either the department head or the Director of Human Resources (or either of their designees), depending on who is

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responsible for the investigation, shall issue written notification to the complainant and alleged harasser(s). The notification shall specify the nature of the complaint, and inform the parties that an investigation into the allegations of discrimination and/or harassment shall be conducted.

B. Investigative Guidelines

The investigation shall include the following steps taken in the order best suited to the circumstances:

1. Identify and preserve the evidence.
2. Confirm the name and position of the complainant. Interview the complainant.
3. Allow the complainant the opportunity to place the complaint in writing.
4. Obtain the identity of the alleged harasser(s).
5. Obtain as many details as possible regarding the incident(s) that prompted the complaint, including the number of occurrences, dates, times, locations, and witnesses (if applicable).
6. Ascertain how the complainant felt about the alleged incident when it occurred; complainant's response(s) to the alleged behavior; and witness statements (if applicable).
7. Ascertain if any threats or promises were made in connection with the alleged harassment.
8. Ascertain if the complainant knows of or suspects that there are other victims of harassment by the same person(s).
9. Ascertain whether the complainant has spoken to anyone, especially

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supervisors, about the harassment.

10. Ascertain what resolution would be acceptable to the complainant.
11. Interview the alleged harasser to get his or her side of the story, including any possible motivation for a false allegation.
12. Interview witnesses who were identified by the complainant regarding the alleged harasser or other persons identified during the investigation.
13. Interview witnesses who were identified by the alleged harasser or other persons identified during the investigation.
14. Advise all participants that the investigation is "confidential" and not to engage in any retaliatory conduct, as such conduct is subject to disciplinary action up to and including discharge. Confidentiality will be maintained to the extent possible. An individual who is interviewed during the course of an investigation is prohibited from discussing the substance of the interview, except as otherwise directed by a supervisor or the Director of Human Resources. Any individual who discusses the content of an investigatory interview will be subject to discipline or other appropriate sanction.
15. Conduct follow-up interviews, if warranted.
16. Prepare report of findings and discuss with management and designated legal staff.

VI. RESPONDING TO THE COMPLAINT

- A. Following the completion of the fact-finding investigation, either the department head or the Director of Human Resources (or either of their designees), depending on who is responsible for the investigation, shall

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make a report of findings, along with a recommendation regarding the appropriate remedial action to be taken, if warranted. The recommendation shall be made after reviewing the findings of the investigation, giving consideration to all factual information, the nature of the alleged conduct, and the totality of the circumstances. If the investigation was conducted by the Director of Human Resources, or designee, the Director, or designee, shall confer with the affected department head and both shall concur on the remedial action to be taken, if any. If the investigation was conducted by the department head, the department head shall confer with the Director of Human Resources prior to making the report of findings and both shall concur on the remedial action to be taken, if any.

- B. If either the department head or the Director of Human Resources does not concur with the findings and recommendation of the other, the City Attorney (or designee) shall review and resolve the matter in dispute.
- C. Report of findings and recommendation shall be treated as a confidential document and no other distribution shall be made without first consulting with the City Attorney's Office. A completed investigation report will not be disclosed, except as it is deemed necessary to support a disciplinary action, to take remedial action, to defend the City in adversarial proceedings, or to comply with the law or court order.
- D. Either the department head or the Director of Human Resources (or either of their designees), depending on who is responsible for the investigation shall provide a written response to the complainant and the person alleged to have committed the misconduct, discrimination and/or harassment. The response shall include a copy of the City's discrimination and harassment policy and a memorandum indicating the City's determination as to whether the complaint is:
 - 1. Unsustained: The investigation failed to disclose sufficient evidence to substantiate the allegation(s).
 - 2. Unfounded: The investigation proved that the act(s) or omission(s)

EXHIBIT C
 CITY OF STOCKTON, CALIFORNIA
 CITY MANAGER ADMINISTRATIVE DIRECTIVE

EXHIBIT 2

Subject: DISCRIMINATION AND HARASSMENT POLICY	Directive No. HR-15	Page No. 13 of 14
	Effective Date: 5/1/2015	Revised From: 7/27/09 4/6/09 3/1/2010 (see below)

PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
 PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

complained of did not occur. The finding also applies when the individual employee(s) named in the complaint were not involved in the act(s) or omission(s) alleged.

3. Sustained: The investigation disclosed sufficient evidence to substantiate the allegation(s) made in the complaint; appropriate action will be taken.
- E. Details regarding any specific fact-findings or disciplinary action to be taken will not be communicated to the complainant. The City Attorney shall review the response for legal sufficiency before dissemination.
 - F. The City shall close and retain the investigation file, in accordance with applicable laws, regulations, and City policy regarding retention of City records.

VII. DISCIPLINE

Disciplinary action imposed as a result of any investigation conducted pursuant to this policy shall be commensurate with the severity of the offense, up to and including discharge, even for a first offense.

VIII. ALTERNATIVE REMEDIES

If upon exhausting all internal remedies to file, investigate, and respond to a charges of discrimination/harassment, pursuant to title VII of the Federal Civil Rights Act of 1964 (42 U.S.C §§ 2000e *et seq.*), any person has a right to file a charge of discrimination/harassment with the Equal Employment Opportunity Commission ("EEOC"). In addition, pursuant to the California Fair Employment and Housing Act (Gov. Code §§ 12900 – 12996.) a person may also file a complaint of discrimination/harassment with the California Department of Fair Employment and Housing ("DFEH"). Employees or non-employees who believe that they have been subjected to discrimination/harassment may file a complaint with either of these

EXHIBIT C
CITY OF STOCKTON, CALIFORNIA
CITY MANAGER ADMINISTRATIVE DIRECTIVE

EXHIBIT 2

Subject: DISCRIMINATION AND HARASSMENT POLICY	Directive No. HR-15	Page No. 14 of 14
	Effective Date: 5/1/2015	Revised From: 7/27/09 4/6/09 3/1/2010 (see below)

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PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

agencies. Both the EEOC and DFEH serve as neutral fact-finders and attempt to assist parties in resolving disputes voluntarily.

IX. COMMUNICATION OF POLICY

This policy shall be provided to all managers, supervisors, employees, volunteers, unpaid interns, agents or contractors of the City and shall be posted in the appropriate places. All employees shall participate in City approved harassment awareness training as directed by management or Human Resources; and all supervisors, as required by law, shall participate in City approved interactive harassment awareness training and education sessions at least once every two years, or as otherwise specified by law.

APPROVED:



KURT O. WILSON
CITY MANAGER

::ODMA\GRPWISE\COS.PER.PER_Library:96180.1

BOND FOR FAITHFUL PERFORMANCE

KNOW ALL MEN BY THESE PRESENTS:

That we, _____, a **STATE OF CALIFORNIA CORPORATION**, as Principal and _____, a corporation, organized and existing under the laws of the State of _____ and duly authorized to transact business under the laws of the State of California, as Surety, are held and firmly bound unto the City of Stockton, a municipal corporation, duly created and existing under and by virtue of the laws of the State of California, as obligee, in the just and full sum of ONE HUNDRED THIRTY ONE THOUSAND, ONE HUNDRED EIGHT AND 00/100 DOLLARS (\$131,108), in lawful money of the United States of America (being 100% of the contract price) for the payment whereof well and truly to be made to the said CITY, the said Principal and Surety bind themselves, their successors and assigns, jointly and severally, firmly by these presents.

The condition of the foregoing obligation is such that the above bounded Principal has simultaneously entered into a contract with the CITY, to do and perform the following work, to wit:

**DIGESTER WALL REPAIRS
(PROJECT NO. M43000)**

NOW, THEREFORE, if the above bounded Principal, CONTRACTOR, Company or Corporation or its subcontractor, shall well and truly perform the work contracted to be done under said contract, then this obligation to be null and void; otherwise to remain in full force and effect.

No prepayment or delay in payment and no change, extension, addition or alteration of any provision of said contract, or in said plans or specifications agreed to between the said CONTRACTOR and the said CITY, and no forbearance on the part of the said CITY shall operate to relieve any Surety or Sureties from liability on this bond, and consent by said Surety is hereby given, and the said Surety hereby waives the provisions of Sections 2819 and 2845 of the Civil Code of the State of California.

SIGNED AND SEALED on _____

APPROVED AS TO SURETY:

APPROVED AS TO FORM & CONTENT:
JOHN M. LUEBBERKE
OFFICE OF THE CITY ATTORNEY

By: _____
ASSISTANT CITY ATTORNEY

By: _____
PRINCIPAL

SURETY

By: _____
ATTORNEY-IN-FACT

BOND FOR LABOR AND MATERIAL

KNOW ALL MEN BY THESE PRESENTS:

That we, **SLATER WATERPROOFING, INC.**, a **STATE OF CALIFORNIA CORPORATION**, as Principal and _____, corporation, organized and existing under the laws of the State of _____ and duly authorized to transact business under the laws of the State of California, as Surety, are held and firmly bound unto the City of Stockton, a municipal corporation, duly created and existing under and by virtue of the laws of the State of California, and unto any and all material suppliers, persons, companies, or corporations furnishing materials, provisions, provender or other supplies used in, upon, for or about the performance of the work contemplated to be executed or performed under the contract hereinafter mentioned, and all persons, companies, or corporations renting or hiring teams, or implements of machinery, for or contributing to said work and all persons who perform work or labor upon the same, and all persons who supply both work and materials, and whose claims have not been paid by the contractor, company or corporation in the just and full sum of ONE HUNDRED THIRTY ONE THOUSAND, ONE HUNDRED EIGHT AND 00/100 DOLLARS (\$131,108), in lawful money of the United States of America (being 100% of the contract price) for the payment whereof well and truly to be made to said CITY and to said persons jointly and severally, the said principal and Surety bind themselves, their successors and assigns, jointly and severally, firmly by these presents.

The condition of the foregoing obligations is such that the above bounden Principal has simultaneously entered into a contract of even date herewith, with the CITY, to do and perform the following work, to-wit:

**DIGESTER WALL REPAIRS
(PROJECT NO. M43000)**

NOW, THEREFORE, if the above bounden Principal, CONTRACTOR, Company or Corporation or its subcontractor, fail to pay for all materials, provisions, provender, or other supplies, or teams, used in, upon, for or about the performance of the work contracted to be done, or for any work or labor done thereon of any kind, the Surety on this bond will pay the same, in an amount not exceeding the sum specified in this bond, provided that any and all claims hereunder shall be filed and proceedings had in connection therewith as required by the provisions of Division 3, Part 4, Title 15, Chapter 5, Article 1 of the Civil Code of California, provided that in case suit is brought upon this bond, a reasonable attorney's fee shall be awarded by the Court to the prevailing party in said suit; said attorney's fee to be fixed as costs in said suit, and to be included in the judgment therein rendered.

No prepayment or delay in payment and no change, extension, addition or alteration of any provision of said contract or in said plans or specifications agreed to between the said CONTRACTOR and the said CITY and no forbearance on the part of the said CITY shall operate to relieve any surety or sureties from liability on this bond, and consent to make such alterations without further notice to or consent by any

such surety is hereby given, and the said sureties hereby waive the provisions of Sections 2819 and 2845 of the Civil Code of the State of California.

SIGNED AND SEALED on _____.

APPROVED AS TO SURETY:

APPROVED AS TO FORM & CONTENT:
JOHN M. LUEBBERKE
OFFICE OF THE CITY ATTORNEY

By: _____
ASSISTANT CITY ATTORNEY

By: _____
PRINCIPAL

By: _____
ATTORNEY-IN-FACT



City of Stockton

Legislation Text

File #: 20-6796, **Version:** 1

ADOPT A RESOLUTION OF INTENTION TO ANNEX TERRITORY AND THE FORMATION OF A NEW ZONE IN THE STOCKTON CONSOLIDATED STORM DRAINAGE MAINTENANCE ASSESSMENT DISTRICT

RECOMMENDATION

It is recommended that the City Council approve a Resolution of Intention to:

1. Annex territory to a Municipal Improvement District and the formation of a Zone (Stockton Consolidated Storm Drainage Maintenance Assessment District No. 2005-1, BD Homes Subdivision, Zone 15) to maintain and operate storm drainage improvements.
2. Specify that public interest would be served by establishing the Zone and levying annual assessments for the costs to maintain and operate the storm drainage improvements.
3. Preliminarily approve the Engineer's Report, approve a proposed boundary map, and appoint Engineer of Work.
4. Set date for the Public Hearing of Protests and provide for Property Owner Ballots on September 29, 2020 and direct the City Clerk to mail a public notice to the affected property owners at least forty-five days before the hearing date (to be mailed by August 14, 2020).

It is also recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of the Resolution.

Summary

In accordance with Stockton Municipal Code Chapter 13.20 Stormwater Quality Control Criteria Plan (SWQCCP), the BD Homes Subdivision, Zone 15 development is required to construct a stormwater quality treatment device.

To fund the ongoing operation and maintenance of this device, it will be necessary to form a new zone in the City of Stockton Consolidated Storm Drainage Maintenance Assessment District No. 2005-1. The cost of the annual operation and maintenance of the improvements are hereby referred to Conti & Associates, Inc., Eagle, Idaho, as the Engineer of Work for this district (the "Engineer of Work"), and the Engineer's Report is attached for preliminary review and approval (Attachment A). A Public Hearing will be necessary, and if adopted the Resolution would schedule the hearing on September 29, 2020. Staff recommends that Council adopt the proposed Resolution.

DISCUSSION

Background

On November 1, 2016, the City was issued a revised Stormwater National Pollution Discharge Elimination System (NPDES) Permit (Order No. R5-2016-0040-002) by the Central Valley Regional Water Quality Control Board.

BD Homes Subdivision, Zone 15 consists of 2.34 acres and 13 residential lots. The project is located in the northwestern portion of the City of Stockton and is bound on the north by existing residential, on the south by BD Homes Subdivision Road, on the east by Delta Sierra Middle School and on the west by existing residential and commercial properties as shown on the Location Map (Attachment B).

To comply with the SWQCCP and NPDES permit requirements, the BD Homes Subdivision, Zone 15 subdivision proposed to use a mechanical stormwater filter by Contech Stormwater Solution, Inc. The mechanical stormwater filter system is a stormwater treatment device approved by the City of Stockton SWQCCP for treating stormwater runoff from this project site.

Present Situation

As part of the Conditions of Approval for any development project, the Owners/Developers/Successors-in-Interest (ODS) are required to install certain public stormwater quality improvements and provide operations and maintenance services for the proposed treatment features. BD Homes Subdivision, Zone 15 is being created within the existing Maintenance District to provide funding for the continued operation, maintenance, and replacement costs of the proposed stormwater quality improvements (mechanical filter). The funding for Zone 15 will be provided through an annual assessment based on the stormwater runoff from individual parcels. The annual budgets for such tasks will be presented each year to the City Council for approval for the BD Homes Subdivision, Zone 15. The operation of the stormwater system will be governed by a Stormwater Treatment Device Access and Maintenance Agreement by the City.

The formation of the Stockton Consolidated Storm Drainage Maintenance Assessment District No. 2005-1 was approved and adopted by the City Council on July 26, 2005, and BD Homes Subdivision, Zone 15 will become part of this District by adopting the above resolutions (Attachment C). The maximum annual maintenance assessment for Zone 15 will be \$808.69 per parcel based on a single-family residence, which is also the actual 2021-2022 assessment. The maximum annual assessment includes a yearly increase, which is the greater of three percent (3.00%), or the yearly increase of the Consumer Price Index (CPI) if required by increased maintenance costs.

FINANCIAL SUMMARY

The City of Stockton has no financial contribution related to the Stockton Consolidated Storm Drainage Maintenance Assessment District No. 2005-1 annexation, the formation of Zone 15 or the annual maintenance costs. All fees and other costs and expenses incurred are payable solely by the annual tax roll by the owner/developer of the properties in the proposed district.

The annexation will result in approval of a maximum assessment. The actual FY 2021-2022 levy on developed parcels will be determined and budgeted during the annual Stockton Consolidated Storm Drainage Maintenance District 2005-1 budget process.

Attachment A - Engineer's Report

Attachment B - Location Map

Attachment C - Stockton Consolidated Storm Drainage Maintenance Assessment District No. 2005-1

ENGINEER'S REPORT

BD HOMES SUBDIVISION-ZONE 15
CITY OF STOCKTON

STOCKTON CONSOLIDATED STORM DRAINAGE
MAINTENANCE ASSESSMENT DISTRICT No. 2005-1
(PURSUANT TO THE MUNICIPAL IMPROVEMENT ACT OF 1913 AND
STOCKTON IMPROVEMENT PROCEDURE CODE, PART V)

FISCAL YEAR
2021-2022

PREPARED BY:

CONTI & ASSOCIATES, Inc.

971 N Covenant View Way
Eagle, ID 83616
(209) 712.7011

Date Revised: 06/23/2020

**ENGINEER'S REPORT
FOR THE 2021-2022 FISCAL YEAR**

**BD HOMES SUBDIVISION -ZONE 15
STOCKTON CONSOLIDATED STORM DRAINAGE MAINTENANCE
ASSESSMENT DISTRICT No. 2005-1
(Pursuant to the Municipal Improvement Act of 1913 and Stockton Improvement
Procedure Code, Part V)**

The undersigned respectfully submits the enclosed annual report as directed by the City Council.



Conti & Associates, Inc.

BY: *[Handwritten Signature]*

Date: June 23, 2020

I HEREBY CERTIFY that the enclosed Engineer's Report together with Assessment Roll and Assessment Diagram thereto attached, was filed with me on the ___ day of _____ 20__.

City Clerk, City of Stockton
San Joaquin County, California

BY: _____

I HEREBY CERTIFY that the enclosed Engineer's Report together with Assessment Roll and Assessment Diagram thereto attached, was approved and confirmed by the City Council of the City of Stockton, California on the ___ day of _____ 20__.

City Clerk, City of Stockton
San Joaquin County, California

BY: _____

I HEREBY CERTIFY that the enclosed Engineer's Report together with Assessment Roll and Assessment Diagram thereto attached, was filed with the Auditor of the County of San Joaquin on the ___ day of _____, 20__.

City Clerk, City of Stockton
San Joaquin County, California

BY: _____

**The Honorable Mayor
and City Council
of the City of Stockton, CA**

June 23, 2020

Ladies and Gentlemen:

This report is prepared pursuant to and in compliance with the requirements of the Municipal Improvement Act of 1913 and Stockton Improvement Procedure Code, Part V, as amended.

BACKGROUND

The BD Homes Subdivision project is a 2.34-acre 13 lot residential subdivision development in the northwestern portion of the City of Stockton. The development is being pursued by Russell Bowers. The BD Homes Subdivision development includes a mechanical storm water filter that will require ongoing maintenance. The filter box and all associated bypass mechanisms are 100% special benefit to these parcels and 0% general benefit as these amenities are located to serve these parcels. This report is relative to the formation of the proposed Zone 15, BD Homes Subdivision of the Stockton Storm Drainage Maintenance Assessment District No. 2005-1 to provide annual funds for the maintenance of the Contech storm water filter and any bypass piping or structures within the boundaries of Zone 15.

ASSESSMENT DISTRICT AREA

The area of Zone 15, BD Homes Subdivision is described as a portion of the property within the following assessor's parcels identified by assessor's number (APN):

Book	Page	Parcel
080	260	02

The assessment diagrams for Zone 15, BD Homes Subdivision are attached to the Engineer's Report. Exhibit "A" is the proposed assessment roll; Exhibit "B" is the boundary map; and Exhibit "C" is the assessment diagram.

PLANS AND SPECIFICATIONS

As this project is developed, plans and specifications for the improvements to be maintained by the funds generated by Zone 15, BD Homes Subdivision are filed separately with the City of Stockton and are incorporated in this report by reference.

DESCRIPTION OF AREAS TO BE MAINTAINED (SEE EXHIBIT D)

Zone 15, BD Homes Subdivision is created to provide funding for the continued maintenance of the public improvements, which are described below.

The following Improvements shall be included in the District upon their completion. (See Exhibit D).

1. Improvements located in BD Homes Subdivision
 - a. Maintenance of the Contech mechanical storm water system

ALLOCATION OF COST

Assessments for the BD Homes Subdivision Storm Drainage Maintenance District are apportioned in a manner intended to fairly distribute the amounts among all assessable developed parcels in proportion to the estimated benefits to be received by each such parcel. A parcel is considered as being developed by reason of having been included as a lot or parcel in BD Homes Subdivision recorded Final Map or being included within the active developed area in the case of an existing parcel. The criteria for apportioning the costs for the Contech storm water filter maintenance makes use of dwelling unit equivalent Factor (dueF) to calculate the benefit for all uses in terms of equivalent dwelling units. The terms, definitions, and procedures followed to develop the annual assessments are as follows:

1. Dwelling Unit Equivalent Factor (dueF)

The dueF for each use are as follows:

- a. Single-Family Residential

All parcels determined to be developed for single-family use shall have a dueF of 1.0 for each parcel. The subdivision shall have no less than 13 dueF.

2. Area Adjustments

Parcels which have an assessment determined by area and which have a portion of the parcel occupied by public or public utility uses separate from the entitled use and located in easements, prior to the multiplication by the dueF, shall have the area of the parcel adjusted to a usable area to reflect to loss or partial loss of the entitled use in those areas. This reduction shall not apply for normal and interior lot line public utility easements generally existing over the whole subdivision.

3. Compilation

Annually, about May 15, following the determination of the dwelling unit equivalent Factor (dueF) for all developed parcels and the determination of the list of developed parcels by APN for the next fiscal year, all single-family residential parcels shall have a dwelling unit equivalent (due) assigned to each parcel equal to the dueF for that parcel. For developed and undeveloped parcels, the sum of the due assigned to each single-family due for each other parcels shall equal the total due for the next fiscal year. The total amount of revenue required for the next fiscal year shall then be divided by the total due to calculate the assessment per due for the next fiscal year.

4. Allocation of Assessments

The assessment for storm drainage maintenance for the next fiscal year shall then be set for each parcel as the product of the calculated dwelling unit equivalent (due) for each parcel multiplied by the assessment per due for the next fiscal year.

METHOD OF ASSESSMENT SPREAD

In compliance with the provisions of Proposition 218, adding Article XIII D to the California Constitution, the benefits conferred on each parcel within the Stockton Storm Drainage Maintenance Assessment District No. 2005-1 are particular and distinct benefits (hereinafter "special benefits") over and above general benefits conferred on such property or to the public at large, in that the individual letter designated zones in the District each represents a common unit to provide landscape, park, and related amenity maintenance, monitored irrigation, maintenance of wall for privacy and traffic noise reduction to the individual lots or parcels which maintenance and irrigation is required for the development of the property within the individual letter designated zones in the District generally for residential and related urban uses. Benefits are determined to be 100% special benefits and 0% general benefits. Also, in keeping with the requirements of Proposition 218, no annual individual assessments shall be increased above the amounts assessed under the established criteria for each Zone for the preceding fiscal year-without an election approval.

The base objective of the assessment spread is to distribute costs in accordance with the benefits received. Costs will be spread equally to each residential lot as follows:

Lots 1-13 In the BD Homes Subdivision, shall be assessed equally for the estimated costs of maintenance for each fiscal year.

ANNUAL ESCALATOR

The maximum assessment amount for each fiscal year shall be increased in amount equal to the greater of:

1. Three percent (3.0%);

OR

2. The percentage increase in of the Local Consumer Price Index (CPI). Consumer Price Index applied is for the San Francisco-Oakland-San Jose County Area for All Urban Consumers, as developed by US. Bureau of Labor Statistics for a similar period of time.

ADMINISTRATION

It is intended that the City of Stockton, either directly or by subcontract, shall have the responsibility to establish an ongoing Storm Drainage Maintenance Management entity to be known as The Storm Drainage Maintenance District Manager which shall be responsible to establish the annual budget, keep an accounting of the maintenance and operational administrative costs, administer and perform the storm drainage maintenance either directly or by subcontract, pay all fees, utility costs, taxes and any and all other operating costs.

ESTIMATE OF COSTS

The estimated costs are for maintenance of the Contech mechanical stormwater filter only. The developer will install the mechanical filter at no cost to the Storm Drainage Maintenance Assessment District. The improvements will be maintained by the Developer until June 30, the start of the next fiscal year, and thereafter by the Storm Drainage Maintenance District. If there are not sufficient funds in Zone 15 on June 30, the developer shall continue to maintain the improvements until sufficient revenue has been generated by Zone 15 to fund the maintenance. Items considered in the maintenance cost include but are not limited to: maintenance of the mechanical filter. The supplier of the mechanical device has stated that no replacement will be necessary, so we have not Included any cost of replacement of the unit.

The annual costs estimated to be collected with the 2021-2022 taxes for the developed areas are as follows:

Zone 15 BD Homes Subdivision Annexation

Budget Projections/Estimates

OPERATION COSTS

Contech Mechanical Storm Filter	
Yearly Cleaning and Inspection	\$1,960.00
Material Handling Fee	\$150.00
Maintenance – Replace 7 Filters every 3 years	\$240.00
Replacement Cost – life span of 40 years	\$625.00
Estimated Total Operation Costs	\$2,975.00

DISTRICT ADMINISTRATION COSTS

Annual Engineer's Report	\$1,600.00
Publication	\$68.00
Attorneys' Fee	\$750.00
City Administration Fee	\$5,000.00
County Administration Fee	\$120.00
Estimated Total Administration Costs	\$7,538.00

TOTAL Maximum estimated revenue required annually	\$10,513.00
Total appropriation required from existing fund balance	\$0.00
Total maximum assessment	\$10,513.00
Total DUE	13
Maximum Annual Assessment per DUE	\$808.69
Maximum annual assessment per parcel APN 080-260-02	\$10,513.00

ASSESSMENT ROLL

The assessment roll for the proposed annexation to Zone 15 for the fiscal year 2021-2022 is as follows

Assessment No.	APN No.	Future Lots No.	Owner	No. of dueF's	Maximum Annual Assessment
1	TBD	BD Homes Subdivision, Lot 1	TBD	1	\$808.69
2	TBD	BD Homes Subdivision, Lot 2	TBD	1	\$808.69
3	TBD	BD Homes Subdivision, Lot 3	TBD	1	\$808.69
4	TBD	BD Homes Subdivision, Lot 4	TBD	1	\$808.69
5	TBD	BD Homes Subdivision, Lot 5	TBD	1	\$808.69
6	TBD	BD Homes Subdivision, Lot 6	TBD	1	\$808.69
7	TBD	BD Homes Subdivision, Lot 7	TBD	1	\$808.69
8	TBD	BD Homes Subdivision, Lot 8	TBD	1	\$808.69
9	TBD	BD Homes Subdivision, Lot 9	TBD	1	\$808.69
10	TBD	BD Homes Subdivision, Lot 10	TBD	1	\$808.69
11	TBD	BD Homes Subdivision, Lot 11	TBD	1	\$808.69
12	TBD	BD Homes Subdivision, Lot 12	TBD	1	\$808.69
13	TBD	BD Homes Subdivision, Lot 13	TBD	1	\$808.69

The parcels in the proposed BD Homes Subdivision are expected to subdivide upon the formation of Zone 15. The proposed subdivision will contain a total of 13 parcels and will have a proposed assessment roll based on the above criteria and budget set forth on Exhibit "A".

This annexation will result in approval of a maximum assessment. The actual 2021-2022 fiscal year levy on developed parcels will be determined at the City's 2021-2022 Annual Stockton Consolidated Storm Drainage Maintenance District 2005-1 budget process.

The foregoing Engineer's Report and the estimate of costs, as well as the Assessment Diagram and Assessment Roll, which are attached hereto, are presented for your approval by resolution dated this _____ day of _____, 20__.



Conti & Associates, Inc.

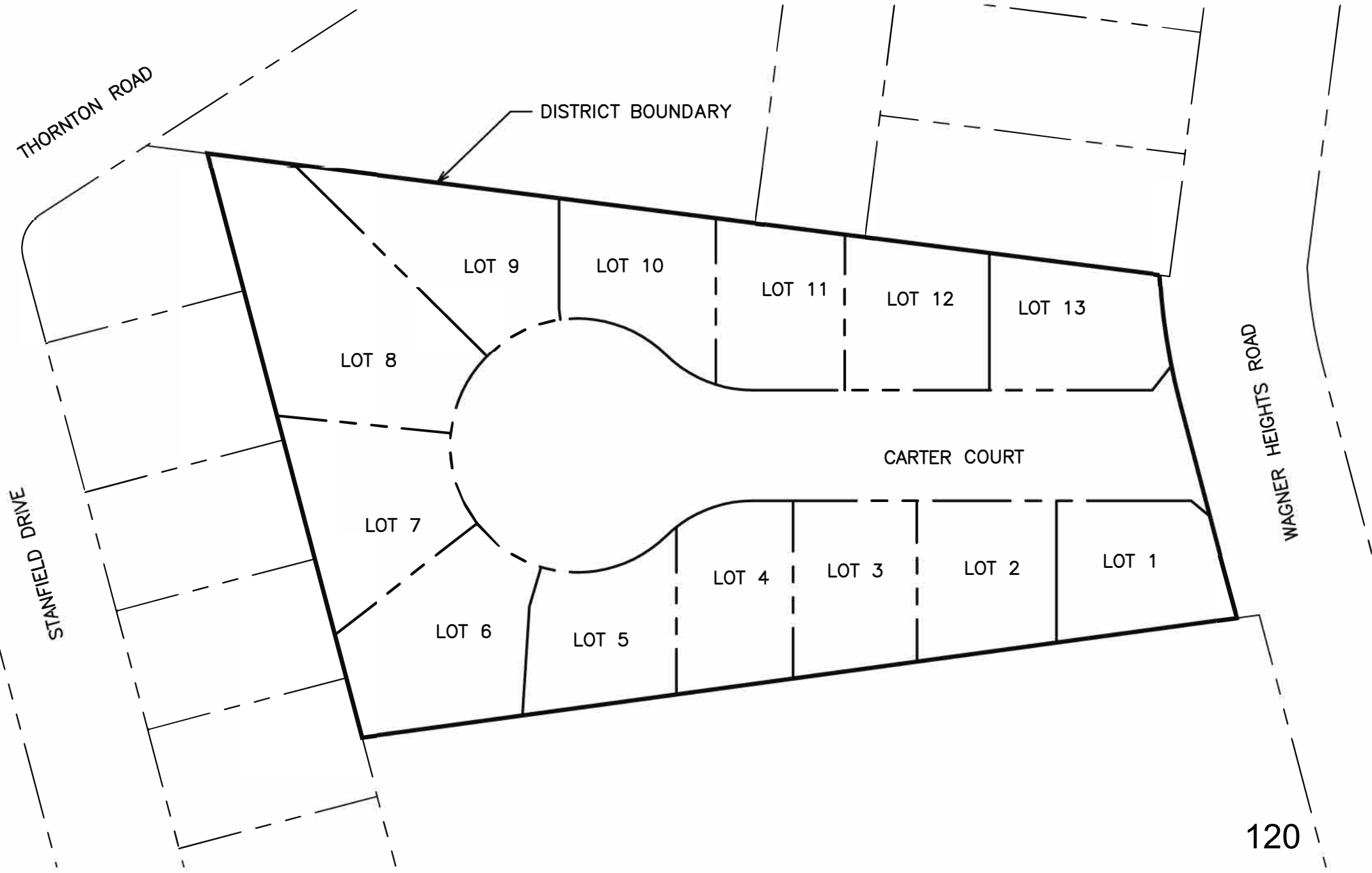
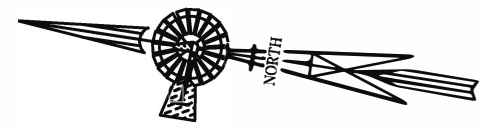
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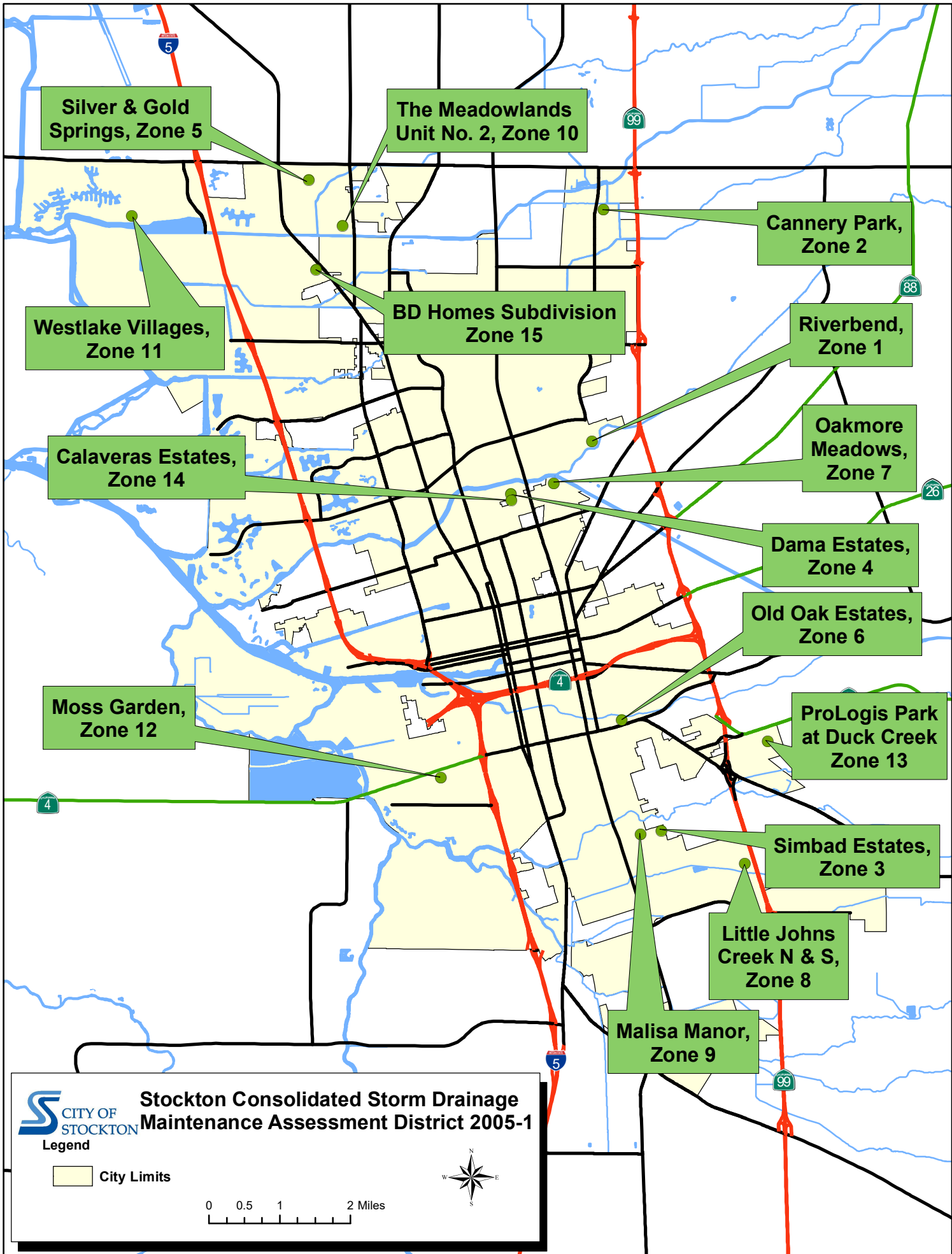
Date: June 23, 2020

EXHIBIT "A"
PROPOSED ASSESSMENT

BD HOMES SUBDIVISION - ZONE 15
STOCKTON CONSOLIDATED STORM DRAINAGE MAINTENANCE
ASSESSMENT DISTRICT No. 2005-1

Assessment Diagram No.	County Assessor Number (APN)	Lots No.	Maximum Annual Assessment Amount
1	080-XXX-XX	Lot 1	\$808.69
2	080-XXX-XX	Lot 2	\$808.69
3	080-XXX-XX	Lot 3	\$808.69
4	080-XXX-XX	Lot 4	\$808.69
5	080-XXX-XX	Lot 5	\$808.69
6	080-XXX-XX	Lot 6	\$808.69
7	080-XXX-XX	Lot 7	\$808.69
8	080-XXX-XX	Lot 8	\$808.69
9	080-XXX-XX	Lot 9	\$808.69
10	080-XXX-XX	Lot 10	\$808.69
11	080-XXX-XX	Lot 11	\$808.69
12	080-XXX-XX	Lot 12	\$808.69
13	080-XXX-XX	Lot 13	\$808.69





Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION OF INTENTION TO ANNEX TERRITORY TO A MUNICIPAL IMPROVEMENT DISTRICT AND THE FORMATION OF A ZONE FOR THE MAINTENANCE AND OPERATION OF STORM DRAINAGE IMPROVEMENTS, PROVIDING FOR ANNUAL ASSESSMENTS FOR THE COSTS AND EXPENSES THEREOF, APPROVING A PROPOSED BOUNDARY MAP AND APPOINTING ENGINEER OF WORK

**CITY OF STOCKTON
STOCKTON CONSOLIDATED STORM DRAINAGE MAINTENANCE ASSESSMENT
DISTRICT NO. 2005-1
BD HOMES - ZONE 15**

The City of Stockton purposes to annex territory to an existing municipal improvement district and to undertake proceedings pursuant to special assessment provisions for annexation to territory to a municipal improvement district and the formation of BD Homes, (Zone 15), and to assess the annual costs and expenses of the operation and maintenance of storm drainage improvements upon the parcels and properties benefited by the improvements in Zone 15; and

The storm drainage improvements to be maintained in Zone 15 by the district are described in Exhibit 1 attached hereto and by this reference incorporated herein are to serve the property within Zone 15 of the district in compliance with the conditions of the subdivision development agreement between the owner and the City; and

The public interest and conveniences will be served by the taking of said proceedings; and

The proceedings are for the financing of the ongoing maintenance, repair, replacement and operation of the storm drainage improvements in Zone 15 of the district installed or to be installed by the owner at no cost to the City of Stockton, with costs of such maintenance, repair, replacement and operation thereof to be annually assessed to the individual lots and parcels of the property receiving a special benefit from such improvements; the assessment to be levied on the basis of the adjusted drainage acres of each of such lots and/or parcels to be calculated annually by the engineer appointed to file an annual budget and assessment roll therefor to be filled with the City Clerk and submitted to this Council for approval, all accordance with the provisions of Article 5 of Division of the City of Stockton Improvement Procedure Code; and

Under the authority of the Municipal Improvement Act of 1913 ("1913 Act"), being Division 12 (commencing with §§ 10000 and following) of the Streets and Highway Code and the Stockton Improvement Procedure Code ("Stockton Code"), the City Council intends to order the annexation of territory to a municipal improvement district and the

formation of Zone 15 to provide the required vehicle and financing for the annual cost and expenses of the repair, replacement, maintenance and operation of storm drainage improvements to serve the property within Zone 15 by the levy of annual assessments on the lots, pieces and parcels receiving a special benefit there from; and

The City Council finds that the land specially benefited by the storm drainage improvements is shown within the boundaries of the map entitled, "Proposed Amended Boundaries (BD Homes Annexation) of Stockton Consolidated Storm Drainage Maintenance Assessment District No. 2005-1, City of Stockton, County of San Joaquin, State of California," a copy of which map is on file with the City Clerk and presented this meeting. The land within the exterior boundaries shown on the map shall be designated "BD Homes Annexation, Stockton Consolidated Storm Drainage Maintenance Assessment District No. 2005-1, City of Stockton, County of San Joaquin, State of California"; and

The City Council desires to designate an Engineer of Work; and

Pursuant to Article XIID, Section 4 of the California Constitution, publicly owned properties which receive special benefit from the improvements must be assessed a proportionate share of the costs thereof; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. **Recitals**. The above recitals are true and correct, and the City Council so finds and determines.

2. **Intention**. The public interest, convenience and necessity require, and the Council intends to order the annexation of territory to a municipal improvement district and the creation of Zone 15 to levy an annual assessment to cover the costs and expenses of maintaining and operation storm drainage improvements serving the property within Zone 15. Such costs and expenses may include rent, repairs, replacement, fuel, power, electrical current, care, supervision, and any other items necessary for the proper maintenance and operation thereof, may be expended for that purpose. Included in the costs may be the cost of replacements, improvements, and extensions to any public improvement necessary or convenient for the proper operation thereof.

3. **Division 4 Exception**. Pursuant to the provisions of section 2806 of the California Streets and Highways Code, Division 4 of that Code does not apply to these proceedings.

4. **Law Applicable**. The proceedings for the annexation of territory to the municipal improvement district and the formation of Zone 15 shall be had pursuant to the Municipal Improvement Act of 1913 (the "1913 Act"), being Division 12 (commencing with

§§ 10000 and following) of the California Streets and Highways Code and the Stockton Improvement Procedure Code (Stockton Code).

5. Consent. All of the owners of the property subject to assessment for the cost of the annual operation, repair, replacement and maintenance of the storm drain improvements have signed and filed with the City Clerk of this City written consents for the annexation of territory to the maintenance assessment district and the formation of Zone 15 pursuant to appropriate special assessment provisions, which consents are hereby accepted.

6. Special Benefit and Boundary Map. The contemplated maintenance and operation of storm drainage improvements, in the opinion of this Council, are of more than local or ordinary public benefit, and the costs and expenses thereof are made chargeable upon Zone 15 of the assessment district, the exterior boundaries of which are shown on a map thereof on file in the office of the City Clerk, to which reference is hereby made for further particulars. The map indicates by a boundary line the extent of the territory included in Zone 15 of the assessment district and shall govern for all details as to the extent of Zone 15 of the assessment district.

7. Engineer's Report. The cost of the annual operation and maintenance of the improvements are hereby referred to Conti & Associates, Inc., Eagle, Idaho, Engineer of Work for this district (the "Engineer of Work"), and the Engineer of Work is hereby directed to make and file with the City Clerk a report in writing, presenting among other items the following:

(a) A general description of the storm drainage improvements to be operated and maintained.

(b) A reasonable estimate of the cost sufficient to pay all costs and expenses of maintaining and operating the improvements.

(c) A diagram showing, as they existed at the time of the passage of this Resolution, all of the following:

(1) The exterior boundaries of the territory to be annex to the assessment district.

(2) The boundaries of Zone 15.

(3) The lines and dimensions of each parcel of land within Zone 15.

Each subdivision shall be given a separate number upon the diagram. The diagram may refer to the county assessor's maps for a detailed description of the lines and dimensions of any parcels; in which

case those maps shall govern all details concerning the lines and dimensions of the parcels.

(d) A proposed annual assessment of the total amount of the cost and expenses of the operation and maintenance of the improvements upon the several subdivisions of land in Zone 15 in the district in proportion to the estimated benefits to be received by each subdivision, respectively, from the operation and maintenance of the improvements. The assessment shall be apportioned among the properties based on the adjusted acreage drainage area of the real property. The assessment shall refer to the subdivisions by their respective numbers as assigned pursuant to subdivision (c).

(e) A proposed maximum assessment upon each of the several subdivisions of land in the district.

8. Public Hearing and Notice. Pursuant to the Act and Stockton Code, this Council hereby orders that a Public Hearing shall be held before this Council, in the regular meeting place and time thereof, at the City Council Chambers, 425 N. El Dorado Street, Stockton, California, 95202, on September 29, 2020, or as soon thereafter as the matter may be heard, for the purposes of this Council's determination whether the public interest, convenience and necessity require the annual costs and expenses of the storm drainage expenses and this City Council's final action upon the Engineer's Report, the annexation of territory to the District, Zone 15 and the assessments therein. The City Clerk is hereby authorized and directed to cause notice of the hearing ordered by mailing, postage prepaid, in the United States mail, and such notice shall be deemed to have been given when so deposited in such mail. The envelope or cover of the mailing shall include the name of the City and the return address of the City Clerk as the sender. The mailed notice shall be given to all property owners within the land to be annexed as shown in the Engineer's Report and include a copy of the Engineer's Report. Each notice shall also contain an assessment ballot, a summary of the procedures applicable to the completion, return and tabulation of assessment ballots, and a statement that the existence of a majority protest will result in the assessment not being imposed. The notice herein provided shall be mailed not less than forty-five (45) days before the date of the public hearing.

9. Contact Person. Alan Montanelli, City of Stockton, is hereby designated as the person to answer inquiries regarding any protest proceedings to be had herein and may be contacted during regular office hours at 2500 S. Navy Dr., Stockton, California 95206. Telephone: (209) 937-8155.

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10. **Effectiveness**. This resolution shall take effect immediately upon its adoption.

PASSED, APPROVED, and ADOPTED July 28, 2020.

MICHAEL D. TUBBS, Mayor
of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

ZONE 15 IMPROVEMENTS TO BE MAINTAINED

The assessments in the above zone of the district shall be levied for the following, and shall include all incidental expenses, including administration, legal, collection and contracting related thereto:

Maintenance of the Contech mechanical storm water filter and any bypass piping or structures within the boundary of Zone 15, as shown in the plans and specifications.



City of Stockton

Legislation Text

File #: 20-6807, **Version:** 1

AUTHORIZE TRANSIT-ORIENTED DEVELOPMENT HOUSING PROGRAM APPLICATION WITH VISIONARY HOME BUILDERS OF CALIFORNIA, INC. FOR LA PASSEGGIATA APARTMENT PROJECT

RECOMMENDATION

It is recommended that the City Council adopt a resolution to:

1. Approve the Notice of Exemption No. NOE35-20 under the California Environmental Quality Act for the La Passeggiata Apartment project.
2. Authorize the City Manager to submit a joint application with Visionary Home Builders of California, Inc. to the State of California Department of Housing and Community Development for funding under the Transit-Oriented Development Housing Program for the La Passeggiata Apartment project.

It is also recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of this resolution.

Summary

On April 30, 2020, the State of California Department of Housing and Community Development (HCD) issued a Notice of Funding Availability for approximately \$141 million in funds for the Transit-Oriented Development (TOD) Housing Program, funded by the Veterans and Affordable Housing Bond Act of 2018. Visionary Home Builders of California, Inc. (Visionary) will be developing the State surplus land located at 601, 611, and 622 East Lindsay Street (Attachment A). The development is entitled "La Passeggiata" which is a 94-unit multi-family and senior housing development that targets household incomes at or below 60 percent of the area median income. Visionary will take the lead in preparing a TOD Housing Program funding application with support of City staff.

The TOD Housing Program funding application will include remediation work needed on the development site in the amount of \$2 million, plus \$2.7 million for sidewalk, bicycle, and curb ramp accessibility improvements at various intersections. The total TOD Housing Program funding application amount will be approximately \$4.7 million. Staff recommends Council adopt a resolution approving the Notice of Exemption No. NOE35-20 under the California Environmental Quality Act (CEQA) and authorizing staff to submit a TOD Housing Program funding application in the amount of \$4.7 million to the HCD for La Passeggiata, an affordable housing development project.

DISCUSSION

Background

On April 30, 2020, the HCD issued a Notice of Funding Availability for approximately \$141 million in funds for the TOD Housing Program, funded by the Veterans and Affordable Housing Bond Act of 2018. The maximum award per project is \$15 million and can be a combination of a maximum of \$10 million in loans and \$5 million in grants, respectively. Low-interest loans are available as gap financing for eligible sponsors for housing developments. Grants are available for infrastructure improvements necessary for the development of specified housing developments, or to facilitate connections between these developments and the transit stations. The primary objectives of the TOD Housing Program include increasing the overall supply of housing and affordable housing, increasing public transit ridership, and minimizing automobile trips. Funding applications for the TOD Housing Program are due July 30, 2020.

In February 2020, Visionary was selected as the preferred developer by the HCD for an affordable housing project entitled "La Passeggiata". The project will develop State surplus land located at 601, 611, and 622 East Lindsay Street and is estimated to cost approximately \$36.5 million. La Passeggiata is a 94-unit multi-family and senior housing development that targets household incomes at or below 60 percent of the area median income. The project will be Stockton's first modular apartment complex utilizing innovative design features and technology in the heart of downtown.

The La Passeggiata project is a competitive candidate for funding under the TOD Housing Program. As such, City staff and Visionary are presently working to complete the final cost and scope for a TOD Housing Program funding application for the La Passeggiata project.

Present Situation

Visionary will take the lead in preparing a TOD Housing Program funding application with support of City staff. The City will be required to submit the funding application as the sponsor and joint applicant with Visionary. A TOD Housing Program funding application will request funding from the maximum \$5 million grant portion of program.

An environmental assessment of the State property detected lead and buried debris on the development site. This is an unexpected environmental remediation cost for the La Passeggiata project, and the State has encouraged Visionary to seek TOD Housing Program grant funding for this cost. The TOD Housing Program funding application will include remediation work needed on the development site in the amount of \$2 million. The TOD Housing Program funding application will also include transportation related improvements that support pedestrian, bicycle, and public transit uses in the area. Specifically, staff has included \$2.7 million in costs related to sidewalks along Miner Avenue, bicycle improvements along California Street, and ramps at various intersections to comply with the American with Disabilities Act.

The total value of the TOD Housing Program funding application to be submitted will be approximately \$4.7 million as described above. A State of California Standard Agreement, Disbursement Agreement for funding reimbursements, and City/Visionary Indemnity Agreement will likely be required if the application is approved for funding. Approval of these documents will be

presented to Council at a later date if project funding is awarded.

HCD requires an authorizing resolution for the City and Visionary as part of the application for TOD Housing Program funds. The resolution states the City's desire to apply for funding and willingness to enter into required State agreements and other documents deemed necessary and required.

The project conforms with the City's General Plan, pursuant to California Government Code section 65402, and is categorically exempt from the requirements of CEQA as specified under Section 15301 (c) of the CEQA Guidelines. The activities related to this project constitute a discretionary project under the City's jurisdiction and qualifies as a project that does not have a significant effect on the environment. The resolution will approve the filing of Notice of Exemption No. NOE35-20 under CEQA.

Staff recommends Council authorize staff to submit a TOD Housing Program funding application in the amount of \$4.7 million to the HCD for La Passeggiata, an affordable housing development project.

FINANCIAL SUMMARY

If the City is awarded the TOD Housing Program funding in the amount of \$4.7 million, Visionary and the City will work cooperatively to complete the elements of the grant. TOD Housing Program grant funds do not require matching funds from the City. There are no appropriations required by taking this action. If funds are awarded, Council will be asked to approve any agreements and appropriations at a future meeting.

There is no impact to the City's General Fund or any other unrestricted fund as a result of taking the recommended action.

Attachment A - Vicinity Map

TRANSIT-ORIENTED DEVELOPMENT HOUSING PROGRAM



Resolution No.

STOCKTON CITY COUNCIL

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RESOLUTION APPROVING THE NOTICE OF EXEMPTION NO. NOE35-20 AND AUTHORIZING SUBMITTAL OF A JOINT APPLICATION WITH VISIONARY HOME BUILDERS OF CALIFORNIA, INC. FOR FUNDING UNDER THE TRANSIT-ORIENTED DEVELOPMENT HOUSING PROGRAM FOR LA PASSEGGIATA APARTMENT PROJECT

The State of California Department of Housing and Community Development ("Department") has issued a Notice of Funding Availability ("NOFA") dated April 30, 2020, under the Transit-Oriented Development ("TOD") Housing Program; and

The City of Stockton ("City") with Visionary Home Builders wishes to apply for and receive an allocation of funds through the TOD Program for the Affordable Housing Development, La Passeggiata Apartments; and

The City of Stockton is an Eligible Applicant under the TOD Program and wishes to apply for a TOD Program Grant in an amount not to exceed \$4.7 million ("TOD Grant") to develop infrastructure in support of affordable housing ("TOD Project") under the above described NOFA; and

The City of Stockton is hereby authorized and directed to act in connection with the Department's TOD Grant pursuant to the above-mentioned NOFA; and

The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) as specified under section 15301(c), of the CEQA Guidelines, because this is a discretionary project under the City's jurisdiction and qualifies as a project which has been determined to not have a significant effect on the environment; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The City Council approves the filing of Notice of Exemption No. NOE35-20 under CEQA for the La Passeggiata Apartment project, a copy of which is attached as Exhibit 1 and incorporated by this reference.

2. That in connection with the City of Stockton's TOD Grant, the City of Stockton is authorized and directed to enter into, execute, and deliver a State of California Standard Agreement, and any and all other documents required or deemed necessary or appropriate to carry into effect the full intent and purpose of the above resolution, in order to evidence the TOD Grant, the City of Stockton's obligations related thereto, and the

Department's security therefore; including, but not limited to, an affordable housing covenant, a performance deed of trust, a disbursement agreement, and certain other documents required by the Department as security for, evidence of or pertaining to the TOD Grant, and all amendments thereto (collectively, the "TOD Grant Documents").

3. The City Manager is hereby authorized to execute the TOD Grant Documents, and any amendment or modifications thereto, on behalf of the City of Stockton.

4. The City Manager is hereby authorized to take whatever actions are necessary and appropriate to carry out the purpose and intent of this Resolution.

PASSED, APPROVED, AND ADOPTED July 28, 2020.

MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

**CITY OF STOCKTON
NOTICE OF EXEMPTION**

TO: COUNTY CLERK
COUNTY OF SAN JOAQUIN
44 N. San Joaquin Street, Suite 260
Stockton, CA 95202

FROM: Lead Agency
City of Stockton
Public Works Dept.
22 E. Weber Avenue, Room 301
Stockton, CA 95202-1997

NOTICE OF EXEMPTION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21152(B) AND CALIFORNIA CODE OF REGULATIONS TITLE 14, SECTION 15062

PROJECT DATA

Project Title: Public Improvements along Lindsey Street (between Stanislaus Street and American Street), along California Street (between Lindsay Street and Weber Avenue), and along American Street (between Lindsay Street and Miner Avenue).

CEQA Exemption File No.: NOE35-20

Applicant: Public Works Department

Project Description: Public Improvements: (a) along Lindsey Street (between Stanislaus Street and American Street) replace an install new curb, gutter and sidewalk, replace and install new ADA ramp, and street pavement repairs; (b) along California Street (between Lindsay Street and Weber Avenue) striping in existing roadway for bike lanes, replace and install new curb and gutter, install new ADA ramps and street pavement repairs; and (c) along American Street (between Lindsay Street and Miner Avenue) replace and install new curb, gutter and sidewalk and street pavement repairs.

DETERMINATION/FINDING OF EXEMPTION

The above-described activity/project is exempt from the environmental assessment requirements of the California Environmental Quality Act (CEQA) pursuant to the following section(s) of the State CEQA Guidelines (California Code of Regulations, Title 14):

- The activity is not a "project," as defined in CEQA Guidelines §15378.
- The activity is exempt under the "general rule" at CEQA Guidelines §15061(B)(3).
- The project is "Statutorily Exempt" per CEQA Guidelines § _____.
- The project is "Categorically Exempt" per CEQA Guidelines §15301(c).

BASIS FOR FINDING OF EXEMPTION

- The activity does not qualify as a project and/or clearly could not have a significant effect on the environment and; therefore, CEQA does not apply.
- The activity constitutes a discretionary project under the City's jurisdiction and qualifies as a project which has been determined not to have a significant effect on the environment and; therefore, is exempt from the provisions of CEQA under the above-noted statutory or categorical exemption(s).

JODI ALMASSY, DIRECTOR
PUBLIC WORKS DEPARTMENT

June 25, 2020
(DATE OF PREPARATION)

By 
Rosa Alvarez, Associate Engineer

(DATE OF FINAL APPROVAL)

AFFIDAVIT OF FILING AND POSTING

I declare that on the date stamped above, I received and posted this notice or included it on a list of such notices which was posted as required by California Public Resources Code Section 21152(B). Said notice or list of notices will remain posted for 35 days from the filing date.

Signature

Title

Posting Period Ending Date



City of Stockton

Legislation Text

File #: 20-6668, **Version:** 1

APPROVE MOTION TO AWARD A PROFESSIONAL SERVICES CONTRACT FOR THE SYSTEMIC SAFETY ANALYSIS REPORT PROGRAM

RECOMMENDATION

It is recommended that the City Council approve a motion to:

1. Award a Professional Services Contract to Kittelson and Associates, Inc., of Oakland, CA, in the amount of \$179,980.78, for the preparation of the Systemic Safety Analysis Report Program, Project No. PW1813.
2. Approve findings pursuant to Stockton Municipal Code section 3.68.070 in support of an exception to the competitive bidding process.

It is also recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of this motion.

Summary

The Systemic Safety Analysis Report Program (SSARP) is a State funded program established in 2016 to enhance traffic safety by creating a framework for identifying safety projects in local agencies in California. The California Transportation Commission has requested all agencies seeking State safety funding to prepare a SSARP for their community. A community based SSARP could then be used as the basis or justification for an agency's future grant applications for funding.

The City was awarded \$250,000 in State funding to prepare a SSARP for the Stockton community. No matching funds were required. The SSARP project was included in the 2018-2023 Five Year Capital Improvement Plan (CIP).

On January 21, 2020, the City advertised a Request for Proposals (RFP) for preparation of the SSARP. On February 19, 2020, seven firms submitted proposals for this project. The Selection Committee evaluated the proposals and found Kittelson and Associates, Inc., of Oakland, CA, to be the most qualified and highest ranked firm.

It is recommended that Council approve a motion authorizing the City Manager to execute a Professional Services Contract in the amount of \$179,980.78 with Kittelson and Associates, Inc. It is anticipated that the SSARP will be completed by spring 2021.

DISCUSSION

Background

The SSARP is a State funded program established in 2016 to enhance traffic safety by creating a framework for identifying safety projects in local agencies in California. The California Transportation Commission has requested all agencies seeking State safety funding to prepare a SSARP for their community. A community based SSARP could then be used as the basis or justification for an agency's future grant applications for funding.

The City was awarded \$250,000 in State funding to prepare a SSARP for the Stockton community. No matching funds were required. The SSARP project was included in the 2018-2023 CIP. The City has received authorization from Caltrans to proceed with the SSARP project.

The SSARP will provide the basis for systemic implementation of safety measures along primary corridors (major arterials and collectors) throughout the City. Tasks or objectives needed to complete the plan include:

- Review, interpret, and analyze collision data to identify predominant types/patterns and roadway features that may have contributed to those collisions.
- Develop a toolbox of potential countermeasures that can be used in crash reductions.
- Provide a priority list of locations for safety improvements based on crash history and presence of risk factors.
- Develop a City SSARP which will document and summarize the existing conditions and recommend strategies for improving safety throughout the City.

Present Situation

On January 21, 2020, the City advertised an RFP for preparation of the SSARP. On February 19, 2020, seven proposals were received from the following engineering firms:

- Advance Mobility Group
- DKS Associates
- Evan Brooks Associates
- Kimley-Horn and Associates, Inc.
- Kittelson and Associates, Inc.
- TJKM Transportation Consultants
- W-Trans

The Selection Committee evaluated the proposals based on each firm's understanding of work, experience with similar kinds of work, staff qualifications, and capability of developing technical and innovative techniques.

Kittelson and Associates, Inc. received the highest ranking, based on the noted criteria, and was determined to be the most qualified and highest ranked firm for this project. Staff negotiated a fee of \$179,980.78 with Kittelson and Associates, Inc. for preparation of the SSARP. This fee compares favorably with staff's independent cost estimate and is reasonable for a project of this size and complexity.

Staff recommends Council approve a motion to award a Professional Services Contract in the amount of \$179,980.78 to Kittelson and Associates, Inc. for preparation of the SSARP (Attachment A). It is anticipated that the SSARP will be completed by spring 2021.

Findings

Pursuant to Stockton Municipal Code (SMC) section 3.68.070, Council may approve findings which support an exception to the competitive bidding process. These findings include:

1. The City does not have staffing available to complete the SSARP within the required funding deadlines.
2. The scope of work requires an engineering firm experienced in preparing active transportation plans.
3. Use of the RFP process is appropriate for this Professional Services Contract because it relies on the evaluation of professional qualifications and performance as the basis for selection of a vendor. Use of the criteria helps ensure selection of a vendor that will provide the highest quality professional service which is in the public interest.
4. The City negotiated a contract following solicitation of competitive proposals in accordance with SMC section 3.68.070.A.3.

FINANCIAL SUMMARY

The SSARP Collision Analysis project is funded from State Highway Safety Improvement Program funds which have already been accepted and appropriated. The unencumbered balance of SSARP Collision Analysis project, PW1813, account number 304-3020-640, is \$250,000. There are sufficient funds to award the Professional Services Contract to Kittelson and Associates, Inc. in the amount of \$179,980.78.

There is no impact to the City's General Fund or any other unrestricted fund as a result of taking the recommended action.

Attachment A - Professional Services Contract with Kittelson and Associates, Inc.

PROFESSIONAL SERVICES CONTRACT

THIS CONTRACT is entered into this ___ day of _____ 2020, between the CITY OF STOCKTON, a municipal corporation ("City"), and **KITTELSON & ASSOCIATES, INC.** whose address is **155 GRAND AVENUE, SUITE 900, OAKLAND, CA 94612** ("Consultant") for the **SYSTEMIC SAFETY ANALYSIS REPORT PROGRAM, (PROJECT NO. PW1813)**, hereinafter referred to as "Project".

RECITALS

- A. Consultant represents that it is licensed in the State of California and is qualified to provide the services proposed in the SCOPE OF WORK section of this Contract.
- B. City finds it necessary and advisable to use the services of the Consultant for the purposes provided in this Contract.

NOW THEREFORE, in consideration of the mutual promises, covenants, and conditions in this Contract, City and Consultant agree as follows:

1. SCOPE OF SERVICES. Subject to the terms and conditions set forth in this Contract, Consultant shall undertake and complete the services described in **Exhibit A**. Consultant shall provide said services at the time, place, and in the manner specified in **Exhibit A** and compatible with the standards of the profession. Consultant agrees that it shall produce a fully complete project that is acceptable to the City.

2. COMPENSATION. City shall pay Consultant for services outlined in **Exhibit A** according to the fee not to exceed the schedule detailed in **Exhibit B**, which is attached to this Contract and incorporated by this reference. Consultant agrees this fee is for full remuneration for performing all services and furnishing all staffing and materials called for in the scope of services. The payments shall be made on a monthly basis upon receipt and approval of Consultant's invoice. Total compensation for services and reimbursement for costs shall not exceed **\$179,980.78** or as otherwise mutually agreed to in a Contract Amendment.

3. INSURANCE. During the term of this Contract, Consultant shall maintain in full force and effect at its own cost and expense the insurance coverage as set forth in the attached **Exhibit D** and shall otherwise comply with the other provisions of **Exhibit D**.

4. INDEMNITY AND HOLD HARMLESS. With the exception that this section shall in no event be construed to require indemnification by Consultant to a greater extent than permitted under the public policy of the State of California, Consultant shall

Professional Services Contract – KITTELSON & ASSOCIATES, INC. – PROJECT NO. PW1813

(Updated 02/28/18)

indemnify, and hold harmless City, its Mayor, Council, officials, and employees from and against any and all claims and causes of action which result in liabilities, judgments, awards, losses, damages, expenses, and costs (including reasonable attorneys' fees, expert and consultant fees, and other expenses of litigation) including, but not limited to, death or injury to persons, or damage to property, which arise out of any violation of federal, state, or municipal law or ordinance, to the extent damages are caused by the Consultant's negligent services provided under this Agreement, or are in any way caused by the negligent performance of work by the Consultant or Consultant's officers, agents, employees, or subcontractors. Consultant shall not be obligated to indemnify or defend City for claims finally determined by a court of law or arbitrator to arise from the negligence or willful misconduct of the City. It is the intent of the Parties that this indemnity obligation is at least as broad as is permitted under California law. To the extent California Civil Code sections 2782, et seq., limit the defense or indemnity obligations of Consultant to City, the intent hereunder is to provide the maximum defense and indemnity obligations allowed by Consultant under the law. The indemnity set forth in this section shall not be limited by insurance requirements or by any other provision of this Agreement.

With the exception that this section shall in no event be construed to require indemnification by Consultant to a greater extent than permitted under the public policy of the State of California, and in addition to the other indemnity obligations in this Agreement, Consultant shall indemnify, defend, and hold harmless City, its Mayor, Council, officials, representatives, and employees from and against claims, losses, expenses, and costs including, but not limited to, reasonable attorneys' fees, arising out of any claim brought against the City by an employee of Consultant, regardless of whether such claim may be covered by any applicable workers compensation insurance. Consultant's indemnification obligation is not limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable by or for the Consultant under workers' compensation acts, disability acts, or other employee benefit acts.

5. SCHEDULE AND TERM. Consultant shall perform the scope of work as described in **Exhibit A** according to the schedule detailed in **Exhibit C**, which is attached to this Contract and incorporated by this reference. This Contract shall commence on the date written above and shall expire on **July 31, 2022**, unless extended by mutual agreement through the issuance of a Contract Amendment.

- a. Invoices submitted by Consultant to City must contain a brief description of work performed, time used, and include the City project number. Payment shall be made within thirty (30) days of approval of invoice by City.
- b. Upon completion of work and acceptance by City, Consultant shall have sixty (60) days in which to submit final invoicing for payment. An extension may be granted by City upon receiving a written request thirty (30) days in advance of said time limitation. City shall have no obligation or liability to pay any invoice for work performed which Consultant fails or neglects to

submit within sixty (60) days, or any extension thereof granted by the City, after work is accepted by City.

6. CONFORMANCE TO APPLICABLE LAWS. Consultant shall comply with all applicable federal, State, and Municipal laws, rules, and ordinances. Consultant shall not discriminate in the employment of persons or in the provision of services under this Contract on the basis of any legally protected classification, including race, color, national origin, ancestry, sex or religion of such person.

a. TITLE VI

Title VI of the Civil Rights Act of 1964 requires that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” (42 USC Section 2000d). <http://www.dol.gov/oasam/regs/statutes/titlevi.htm>.

The City of Stockton requires compliance with the requirements of Title VI in all of its programs and activities regardless of funding source.

b. DISCRIMINATION AND HARASSMENT POLICY

The City of Stockton has a Discrimination and Harassment Policy (**Exhibit E**). The purpose of this policy is to reaffirm the City’s commitment to demonstrating respect for all individuals by strictly prohibiting discrimination and harassment, including sexual harassment in the workplace, to define the types of behavior and conduct prohibited by this policy, and to set forth a procedure for reporting, investigating, and resolving complaints of discrimination and harassment in the workplace.

c. LABOR STANDARDS PROVISIONS/CALIFORNIA LABOR CODE

The bidder shall understand that conditions set forth in Chapter 1, Part 7, Division 2 of the California Labor Code shall be considered part of the contract agreement. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=LAB&division=2.&title=&part=7.&chapter=1.&article=2.

d. PREVAILING WAGE RATES

Consultant and any subcontractor shall pay each employee engaged in the trade or occupation not less than the prevailing hourly wage rate. In accordance with the provisions of Section 1770 of the Labor Code, the Director of Department of Industrial Relations of the State of California has

Professional Services Contract – KITTELSON & ASSOCIATES, INC. – PROJECT NO. PW1813

(Updated 02/28/18)

determined the general prevailing rates of wages and employer payments for health and welfare, pension, vacation, travel time, and subsistence pay as provided for in Section 1773.1, apprenticeship or other training programs authorized by Section 3093 and similar purposes applicable to the work to be done. Consultant performing the work under this contract shall obtain a copy of the wage rate determination and shall distribute copies to each subcontractor. As the wage determination for each craft reflects an expiration date, it shall be the prime Consultant and each subcontractor's responsibility to insure that the prevailing wage rates of concern is current and paid to the employee.

- i. The Consultant performing the work shall be responsible for obtaining a copy of the State wage rate determination. State wage rates may be obtained at <http://www.dir.ca.gov/OPRL/pwd/Determinations/Northern/Northern.pdf>. The Consultant shall be responsible for posting said wage rates at a prominent location at the work site and shall maintain same in a good readable condition for the duration of the work.
- ii. Should the Consultant choose to work on a Saturday, Sunday or on a holiday recognized by the Labor Unions, the Consultant shall reimburse the City the actual cost of engineering, inspection, superintendence, and or other overhead expenses which are directly chargeable to the contract. Should such work be undertaken at the request of the City, reimbursement will not be required. To conform strictly with the provisions of Division 2, Part 7, Chapter 1, Article 2, of the Labor Code of the State of California. To forfeit as a penalty to City the sum of TWENTY-FIVE AND NO/100 DOLLARS (\$25.00) for each laborer, worker, or mechanic employed by CONTRACTOR, or by any subcontractor under Consultant, in the execution of this contract, for each calendar day during which any laborer, worker, or mechanic is required or permitted to work more than eight (8) hours and who is not paid the general prevailing rate of per diem wages for holiday and overtime work in violation of the provisions of Sections 1770 to 1781 of the Labor Code of the State of California. That all sums forfeited under the provisions of the foregoing sections shall be deducted from the payments to be made under the terms of this contract.
- iii. PAYROLL RECORDS - The Consultant to whom the contract is awarded shall insure that the prime and each subcontractor will, in accordance with Section 1776 of the Labor Code, maintain certified payroll records. A copy of said records shall be provided with each invoice to the Public Works Department, Attention: Contract Compliance Officer. It shall be the Consultant's responsibility to obtain copies of the current prevailing wage rate determination for all

subcontractors. Additionally, certified payroll records must be uploaded to the DIR website as required by labor code.

- iv. **APPRENTICESHIP STANDARDS** - The Consultant shall comply with the provisions established in Section 1777.5 of the Labor Code concerning the 1) certified approval by local joint apprenticeship committees for the employment and training of apprentices, and 2) contribution of funds to administer and conduct apprenticeship programs, if applicable to the job.

7. RIGHTS AND DUTIES OF CITY. City shall make available to Consultant all data and information in the possession of City which both parties deem necessary to complete the work, and City shall actively aid and assist Consultant in obtaining such information as may be deemed necessary from other agencies and individuals.

8. OBLIGATIONS OF CONSULTANT. Throughout the term of this Contract, Consultant represents and warrants that it has or will have at the time this Contract is executed, all licenses, permits, qualifications, insurance, and approvals of whatsoever nature which are legally required for the Consultant to practice its professions, and Consultant shall, at its own cost and expense, keep in effect during the life of this Contract all such licenses, permits, qualifications, insurance, and approvals. Consultant shall meet with the Public Works Director or other personnel of City or third parties as necessary on all matters connected with the carrying out of Consultant's services. Such meetings shall be held at the request of either party hereto. Consultant further warrants that it will follow the best current, generally accepted and professional practices to make findings, render opinions, prepare factual presentations, and provide professional advice and recommendations regarding this project.

9. OWNERSHIP OF WORK. All reports, drawings, designs, plan review comments, work product, and all other documents completed or partially completed by Consultant in the performance of this Contract shall become and remain the property of the City. Any and all copyrightable subject matter in all materials is hereby assigned to the City and the Consultant agrees to execute any additional documents that may be necessary to evidence such assignment. All materials shall be delivered to the City upon completion or termination of the work under this Contract. If any materials are lost, damaged, or destroyed before final delivery to the City, the Consultant shall replace them at its own expense. Consultant shall keep materials confidential. Materials shall not be used for purposes other than performance of services under this Contract and shall not be disclosed to anyone not connected with these services unless the City expressly provides prior written consent.

10. CONTRACT AMENDMENTS. City reserves the right to make such alterations as may be deemed necessary or advisable and to require such extra work as may be required for the proper completion of the work contemplated by Consultant. Any such changes will be set forth in a Contract Amendment which will specify, in addition to Professional Services Contract – KITTELSON & ASSOCIATES, INC. – PROJECT NO. PW1813

(Updated 02/28/18)

the work done in connection with the change made, adjustment of contract time, if any, and the basis of compensation for such work. A Contract Amendment will not become effective until approved by the authorized City official.

11. TERMINATION. The City may terminate this Contract at any time by mailing a notice in writing to Consultant. The Contract shall then be deemed terminated and no further work shall be performed by Consultant. If the Contract is so terminated, the Consultant shall be paid for that percentage of work actually completed at the time the notice of termination is received.

12. CONSULTANT STATUS. In performing the obligations set forth in this Contract, Consultant shall have the status of an independent contractor and Consultant shall not be considered to be an employee of the City for any purpose. All persons working for or under the direction of Consultant are its agents and employees, and are not agents of the City. Subcontractors shall not be recognized as having any direct or contractual relationship with the City. The persons engaged in the work, including employees of subcontractors and suppliers, will be considered employees of Consultant. The Consultant shall be responsible for the work of subcontractors, which shall be subject to the provisions of this Contract. The Consultant is responsible to the City for the acts and omissions of its subcontractors and persons directly or indirectly employed by them.

- a. If in the performance of this Contract any third persons are employed by Consultant, such persons shall be entirely and exclusively under the direction, supervision, and control of Consultant. All terms of employment including hours, wages, working conditions, discipline, hiring, and discharging or any other term of employment or requirement of law shall be determined by Consultant.
 - i. It is further understood and agreed that Consultant must issue W-2 forms or other forms as required by law for income and employment tax purposes for all of Consultant's personnel.
 - ii. As an independent contractor, Consultant hereby indemnifies and holds City harmless from any and all claims that may be made against the City based upon any contention by any third party that employer-employee relationship exists by reason of this Contract.

13. ASSIGNMENT. Consultant shall not assign, sublet, or transfer this Contract or any interest or obligation in the Contract without the prior written consent of the City, and then only upon such terms and conditions as City may set forth in writing. Consultant shall be solely responsible for reimbursing subcontractors.

14. HEADINGS NOT CONTROLLING. Headings used in the Contract are for reference purposes only and shall not be considered in construing this Contract.

Professional Services Contract – KITTELSON & ASSOCIATES, INC. – PROJECT NO. PW1813

(Updated 02/28/18)

15. NOTICES. Any and all notices herein required shall be in writing and shall be sent by certified or registered mail, postage prepaid, addressed as follows:

To Consultant: Kittelson & Associates, Inc.	To City: Public Works Director
155 Grand Avenue	City of Stockton
Suite 900	22 E. Weber Ave., Rm. 301
Oakland, CA 94612	Stockton, CA 95202

16. LICENSES, CERTIFICATIONS, AND PERMITS. Prior to the City's execution of this Contract and prior to the Consultant's engaging in any operation or activity set forth in this Contract, Consultant shall obtain a City of Stockton business license, which must be kept in effect during the term of this Contract. Consultant covenants that it has obtained all certificates, licenses, permits and the like required to perform the services under this Contract.

17. RECORDS AND AUDITS. City reserves the right to periodically audit all charges made by Consultant to City for services under this Contract. Upon request, Consultant agrees to furnish City, or a designated representative, with necessary information and assistance.

Consultant agrees that City or its delegate shall have the right to review, obtain, and copy all records pertaining to performance of the Contract. Consultant agrees to provide City or its delegate with any relevant information requested, and shall permit City or its delegate access to its premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees and inspecting and copying such books, records, accounts, and other material that may be relevant to a matter under investigation for the purposes of determining compliance with this Contract. Consultant agrees to maintain such records for a period of three years from the date that final payment is made.

18. CONFIDENTIALITY. Consultant shall exercise reasonable precautions to prevent the unauthorized disclosure and use of City reports, information or conclusions.

19. CONFLICTS OF INTEREST. Consultant covenants that other than this Contract, Consultant has no financial interest with any official, employee, or other representative of the City. Consultant and its principals do not have any financial interest in real property, sources of income or investment that would be affected in any manner or degree by the performance of Consultant's services under this Contract. If such an interest arises, Consultant will immediately notify City.

20. WAIVER. In the event either City or Consultant at any time waive any breach of this Contract by the other, such waiver shall not constitute a waiver of any other or succeeding breach of this Contract, whether of the same or of any other covenant, condition, or obligation.

21. GOVERNING LAW. California law shall govern any legal action pursuant to this Agreement with venue for all claims in the Superior Court of the County of San Joaquin, Stockton Branch or, where applicable, in the federal District Court of California, Eastern District, Sacramento Division.

22. NO PERSONAL LIABILITY. No official or employee of City shall be personally liable to Consultant in the event of any default or breach by City or for any amount due Consultant.

23. INTEGRATION AND MODIFICATION. The response by Consultant to the Request for Proposals and the Request for Proposals on file with the City Clerk are hereby incorporated herein by reference to the extent that such documents do not differ from the provisions and terms of this Contract that shall supersede such response to Request for Proposals. This Contract represents the entire integrated agreement between Consultant and City, supersedes all prior negotiations, representations, or agreements, either written or oral, between the parties, and may be amended only by written instrument signed by Consultant and City. All exhibits and this contract are intended to be construed as a single document. Should any inconsistency occur between the specific terms of this Contract and the attached exhibits, the terms of this Contract will prevail.

24. SEVERABILITY. The provisions of this Contract are severable to the extent that should any of its provisions or terms be declared void in whole or in part by operation of law or agreement of the parties, the remainder of the provisions or terms not expressly declared void shall remain enforceable and in full effect.

25. THIRD PARTY RIGHTS. Nothing in this Contract shall be construed to give any rights or benefits to anyone other than City and Consultant.

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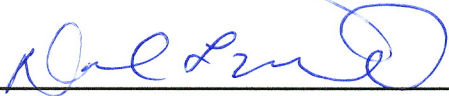
26. **AUTHORITY.** The undersigned hereby represent and warrant that they are authorized by the parties to execute this Contract.

IN WITNESS WHEREOF: the parties have executed this Contract the day and year first hereinabove written.

CITY OF STOCKTON

KITTELSON & ASSOCIATES, INC.

By: _____
HARRY BLACK
CITY MANAGER

By:  _____
Signature

ATTEST:

David L. Mills

Print Name

BY: _____
ELIZA R. GARZA, CMC
CITY CLERK

Title: Operations Leader, VP

APPROVED AS TO FORM:

BY: _____
DEPUTY CITY ATTORNEY

DETAILED WORK PLAN

Task 1: Project Management

TASK 1 PURPOSE

Facilitate routine and regular communication between the City project manager and our team's project manager to ensure the project stays on schedule and budget, and exceeds the City's needs and expectations.

Subtask 1.1 Invoices and Project Tracking

This subtask will include day-to-day activities involved in managing the project, including invoicing, progress reports, team coordination, tracking of project budget and expenditures, and maintaining the detailed project schedule.

Subtask 1.2 Bi-Weekly Check-In Conference Calls

Given the project schedule and the relatively quick pace at which the consultant team will be moving with the analysis and findings, we recommend biweekly check-in conference calls between the City project manager and Kittelson team project manager to ensure timely coordination. These would be in addition to the six project meetings discussed in Subtask 1.3. These check-ins would be supplemented with additional communication, as needed, to keep the City project manager and consultant team aligned and coordinated throughout the project. Such communication would include reviewing project next steps, requirements, schedule, and budget, as needed.

Subtask 1.3 Project Meetings

We will prepare for and conduct up to six (6) project meetings with City staff over the duration of the project. For the final SSAR to be the equivalent of a Local Roadway Safety Plan (LRSP), it will be important that the project meetings be attended by multidisciplinary staff and City representatives such as police, school district, and other similar partners in improving traffic safety. As part of the first conference call with the City project manager, Kittelson will help the City identify those representatives that should take part in the project meetings based on the City's desire for the SSAR to also meet LRSP requirements.

We assume five of these meetings are in-person meetings at the City's office. Our preparation for these meetings and follow-up from them will include agendas and meeting minutes. The

Trends from an initial analysis of the most current five years of crash data (2014 through 2018) in the SWITRS and TIMS databases for the City of Stockton indicate:

- » Most crashes occur on city arterials—often the case, given that traffic volume tends to consistently predict higher crash risk. A few non-arterial streets such as Bianchi Road and Davis Road may also benefit from further analysis.
- » Broadside and rear-end crashes appear to be the most commonly reported crash types.
- » Unsafe speed is the most commonly cited primary contributing factor reflected in the crash data.
- » Vehicle/pedestrian crashes are the most common crash type for fatal and severe injury crashes, followed by broadside crashes and hit-object crashes.
- » Among fatal and severe injury crashes, the primary contributing factors most frequently cited were driving/bicycling under the influence of drugs/alcohol (22%), unsafe speeds (20%), and pedestrian violations (17%).

This initial look at crash data reinforces the City's interest in considering the key challenges noted in the RFP as well as the need and interest of including non-engineering strategies as well as engineering countermeasures to be able to holistically address road user behavior.

Our approach to conducting the SSAR will be to use the document review and initial data analysis to set a foundation of understanding the needs (e.g., highest recurring crash types to be addressed) and opportunities (e.g., priority of locations, policies, or new strategies that could be introduced). We will use the project meetings, described in the detailed scope, to collaborate with City staff and the City's partners to arrive at engineering countermeasures and safety projects as well as enforcement, education, and emergency services strategies that we, as transportation professionals, know to be effective and implementable. We will document our approach and findings to be consistent with Caltrans requirements as well as useful for securing funding to help implement the recommendations. More specifics are described in our detailed work plan.

overarching purpose of these meeting will be to assess the process being used and the results being generated, and to identify opportunities for improvement prior to the next project task. Based on this purpose and our proposed project schedule (shown in the Schedule section of this proposal), we propose that the six meetings be conducted at the following project milestones:

- » **Project Meeting #1 – Kick-Off:** Introduction to the project team, and coordination on needed documents/data to successfully complete the project.
- » **Project Meeting #2 – Data Analysis Results:** Review data analysis results including crash trends and priority locations.
- » **Project Meeting #3 – Countermeasure Selection:** Discuss the draft systemic countermeasures included in the toolbox and their application to locations throughout the City. Confirm locations for safety project development and types of improvements to be scoped.
- » **Project Meeting #4 – Safety Project Review:** Review draft concepts for safety projects before moving into the preliminary engineering design phase, and finalize countermeasure toolbox.
- » **Project Meeting #5 – Draft SSAR Review:** Review Draft SSAR and draft preliminary engineering designs.
- » **Project Meeting #6 – HSIP Applications:** This meeting will be used to discuss the locations and improvements to be included in the HSIP applications. The specific timing of this meeting will be determined based on the timing of the call for projects under HSIP Cycle 10.

TASK 1 DELIVERABLES

- » Monthly invoices and progress reports
- » Bi-weekly conference calls
- » Up to six (6) project meetings with agendas and meeting notes

Task 2: Document Review

TASK 2 PURPOSE
Establish an understanding of relevant documents regarding transportation safety and anticipated improvements for the City of Stockton roadway network.

Kittelson will obtain and review currently available documents regarding the transportation system, as well as safety analysis within the City and adjacent jurisdictions. At a minimum, the document review will include the following:

- » Current California Strategic Highway Safety Plan (SHSP)
- » Review of recent safety-related publications from reputable industry sources such as Federal Highway Administration
- » City’s Capital Improvement Program
- » City’s Bicycle/Pedestrian/Trails Master Plan
- » City’s General Plan
- » Stockton Traffic Signal, Roundabout, and Protected Left-Turn Phasing Priority Studies
- » City’s Existing Safety Related Policies and Practices

As part of this task, Kittelson will also coordinate with other City consultants who are performing studies or work that overlap with the SSAR so that our work is consistent.

Our team brings considerable experience researching and developing national guidance related to roadway safety, including serving on multiple National Cooperative Highway Research Program (NCHRP) and FHWA projects related specifically to the HSIP process, countermeasure selection, and systemic safety.

TASK 2 DELIVERABLES

- » Technical memorandum summarizing the document review and suggested methodology for the SSAR

Task 3: Data Collection

TASK 3 PURPOSE
Develop a comprehensive and accurate database to be used for the crash and roadway data analysis that will inform the core content of the Stockton SSAR.

Subtask 3.1 Crash Data

Kittelson will obtain the five most recent years of fatal and injury collision data from the UC Berkeley Transportation Injury Mapping System involving vehicles, bicycles, and pedestrians. This will be supplemented with any property-damage-only crashes or other missing crashes identified in the California I-SWITRS database for the same five-year period, as well as any available supplementary data from the City of Stockton. These combined sources will be reviewed to note double-count crash events, while using the

combined datasets to create an as-complete-as-possible crash database for use in the analysis.

Subtask 3.2 Traffic Volume and Roadway Characteristic Data

Kittelson will collect available traffic studies and volume data as well as any roadway characteristics available in GIS to gain an understanding of the City’s roadway network. Kittelson will collect and geocode key roadway characteristics that will help the team identify characteristics associated with higher crash risk based on availability and ease of collection. Roadway characteristics we will collect include roadway classification, number of vehicle lanes, presence of facilities for people walking and biking, transit stops and service, traffic control at intersections, and land uses that act as activity centers within the city.

With respect to the review of the evaluation of roadway characteristic data for compliance with minimum safety standards for traffic control devices with design standards and the California MUTCD: Given the magnitude of such a data collection effort, in order to maximize the value of the City’s funding we propose to conduct a specific review of location design standards and criteria consistency based on crash data analysis, contributing factors, risk factors identified, and the top five locations identified for preliminary engineering design plans and cost estimates.

To the degree to which there are contributing factors that indicate potential issues related to roadway infrastructure or design elements as they relate to design standards, we will review those features for compliance to the relevant design requirements.

Subtask 3.3 Inventory of Existing Low-Cost Countermeasures

Kittelson will work with the City to obtain any records the City has maintained or created from implementing previous low-cost countermeasures, and we will geolocate that information to add existing countermeasures to the database. To the extent that such records do not currently exist, Kittelson will work with the City to determine which low-cost countermeasures are of most interest and value for the City to inventory. For up to three low-cost countermeasures, Kittelson will review the top 10 high-risk crash corridors identified through Task 4 and record those locations that have one or more of the countermeasures present.

TASK 3 DELIVERABLES

- » Crash and roadway characteristics GIS geodatabase
- » Technical memorandum summarizing the content of the GIS database

Task 4: Data Analysis and Countermeasure Selection

TASK 4 PURPOSE

Conduct collision analysis to: (i) identify patterns and trends at a citywide level that can be addressed through systemic countermeasures; (ii) identify roadway characteristics associated with increased risk of crashes; (iii) develop a systemic countermeasure toolbox of low-cost countermeasures with a high potential for crash reduction; and (iv) prioritize specific locations for safety improvements based on crash history and presence of risk factors.

Subtask 4.1 Crash Analysis

As part of this subtask, Kittelson will:

- » Review, interpret, and analyze crash data to identify predominant crash types/patterns, and identify roadway features that may have contributed to those collisions.
- » Review, interpret, and analyze roadway characteristics to determine the risk factors associated with crash frequency and severity. Based on the issues identified, a list of potential high-risk roadway characteristics will be developed through the systemic safety approach.
- » Prepare infographic maps and tables illustrating collision severity and locations of collisions.

Kittelson will achieve the above through types of analyses:

1. **Descriptive Crash Statistics** – Using cross tabulations, graphs, and summary charts of crash severities, types, and primary contributing factors, we will develop descriptive statistics considering all City streets and intersections. Crashes associated with grade-separated facilities will be removed from the dataset. Results will indicate the degree to which the dominant crash characteristics overlap with the state’s SHSP challenge or focus areas and provide a clear picture of the City’s overarching safety performance.

2. **Spatial Network Analysis** – Using a GIS-based software tool Kittelson developed through similar systemic safety projects, we will map the reported crashes and their associated attributes (e.g., severity, primary contributing factors) on the city’s public streets. We will then analyze the data to rank and prioritize specific intersections and roadway segments for safety improvements. The spatial analysis will use performance measures from AASHTO’s Highway Safety Manual (HSM) and integrate Caltrans’ crash severity weights to help give higher rankings to locations more likely to be competitive for HSIP funds.

Subtask 4.2 Risk Factor Assessment

Kittelson will review the physical and operational characteristics at the highest-ranked locations from the spatial network analysis to identify recurring physical characteristics associated with the crash patterns and trends. These recurring physical characteristics are considered potential risk factors. Using the risk factors identified for each of the City’s dominant challenge areas (identified through the descriptive crash statistics), we will identify initial systemic countermeasures (both engineering and non-engineering), planning cost estimates, and issues or constraints that may limit implementation using Caltrans’ Local Roadway Safety Manual and the Federal Highway Administration (FHWA) Crash Modification Factor Clearinghouse to document the expected effectiveness of each countermeasure. The cost and effectiveness will inform draft priorities for implementation.

Subtask 4.3 Initial Priority Locations

Using the results from Subtasks 4.1 and 4.2, Kittelson will prioritize road segments and intersections based on the number of risk factors present as well as the number and severity of crashes those locations have experienced. This ensures that the priorities consider locations with a history of crashes and locations with risk factors that could lead to crashes.

Subtask 4.4 Engineering Countermeasures Toolbox

Within this subtask, Kittelson will organize the promising initial countermeasures identified in Subtask 4.2 into two categories: 1) low-cost systemic improvements; and 2) potential capital safety improvement projects. This recognizes that not all safety issues identified will be able to be effectively addressed through low-cost systemic improvements. In some instances, a

larger capital investment may be needed and appropriate. Using these classifications, the Kittelson team will develop a countermeasure toolbox that will:

- » Propose countermeasures based on the types of collision patterns and trends identified and roadway characteristics associated with crash risk in Stockton. Suggested countermeasures will consider:
 - Intersections, interchanges, and other roadway access;
 - Speeding and aggressive driving;
 - Alcohol and drug impairment;
 - Bicyclists and pedestrians; and
 - Commercial vehicles.
- » Proposed countermeasures will also include driver behavior modification activities, potential collision reductions, and anticipated costs. Additionally, considerations related to the implementation feasibility and/or constructability will be noted. An emphasis will be given to countermeasures from the Caltrans Local Roadway Safety Manual due to their eligibility for Caltrans HSIP grant funding.
- » Consider countermeasures applicable to different relevant conditions in order to address topics such as: dynamic signage, signalized intersections, unsignalized intersections, and roadway segments (for arterial and residential streets).
- » Document the methodology used to prioritize countermeasures in the toolbox.
- » Prioritize the proposed countermeasures to help inform project safety project development in the subsequent task.

Task 4.5 Non-Engineering Countermeasures

Kittelson will identify non-engineering countermeasures that address other critical considerations for improving roadway safety such as education, enforcement, and emergency services. Based on the recurring crash patterns and trends across the city, Kittelson will identify types of strategies that go beyond engineering to further address people’s behavior as motorists, pedestrians, and bicyclists—that are therefore important for achieving meaningful improvements in traffic safety.

Kittelson will prepare a summary of the analysis results as well as the countermeasure recommendations. Both sets of draft deliverables will be discussed with the City and then revised based on the City’s input and comments.

TASK 4 DELIVERABLES

- » Draft and Final Safety Analysis Memorandum
- » Draft and Final Countermeasure Toolbox with Countermeasures Prioritized
- » ArcGIS geodatabase of the mapped collisions, severity indices, and geocoded roadway characteristic data
- » Microsoft Excel tables (database) showing the collision data and descriptive statistics

Task 5: Identify Priority Safety Projects

TASK 5 PURPOSE
Using the results from the previous tasks, develop feasible project scopes and concepts that are competitive for HSIP funds and will bring safety benefits to the City of Stockton.

Kittelson will review the prioritized locations from Task 4 to determine how systemic or capital treatments could be applied to the high-risk intersections or roadway segments. From the long list of prioritized locations, we propose to conduct field reviews at up to 10 high-priority locations to confirm that the systemic treatments identified for the locations are appropriate. We will then confirm with the City the top five highest-priority locations and projects for which project scopes, concept designs, and, ultimately in Task 7, preliminary engineering designs, can be developed and made ready for future HSIP (or other) grant applications or developed as capital improvement projects by the City. As part of these activities, Kittelson will calculate preliminary benefit/cost ratios to help inform the priority projects for which scopes and designs will be developed consistent with the methodology typically used in the HSIP grant application process. The resulting final list of locations and projects will identify those projects eligible for HSIP funds as well as other grant funding programs.

Project scopes will be written for the three high-priority safety improvement projects in a memorandum to highlight key elements of a successful HSIP grant application, including:

- » Location maps and plans with project extents
- » Statement of need through data-based collision assessment
- » Description of paired safety treatments and how treatments will address safety needs
- » Inventory of safety countermeasures previously deployed or programmed at the locations
- » Project costs and implementation schedule

As part of the project meetings described in Task 1, Kittelson will meet with City staff to review the draft priority safety projects and obtain City staff input on any necessary adjustments. Project scopes and concept layouts will be updated consistent with the comments received to finalize the safety projects memorandum.

TASK 5 DELIVERABLES

- » Draft and Final Priority Safety Projects Memorandum
- » Draft and Final Priority Safety Project Concept Layouts

Task 6: Draft Systemic Safety Analysis Report

TASK 6 PURPOSE
Prepare a draft final report documenting the data used, analysis methodology, and analysis results in a format consistent with Caltrans requirements for the SSARP grant program.

Kittelson will create the Draft SSAR following the Caltrans SSARP Guidelines as outlined in the RFP. The report will be structured consistent with the items outlined in the RFP:

1. Executive Summary
2. Engineer’s Seal
3. Statement of Protection of Data from Discovery and Admissions
4. Safety Data Utilized (Crash, Volume, Roadway)
5. Data Analysis Techniques and Results
6. Highest Occurring Crash Types
7. High-Risk Corridors and Intersections (Crash History and Roadway Characteristics)
8. Countermeasures Identified to Address the Safety Issues
9. Viable Project Scopes and Prioritized List of Safety Projects
10. Attachments and Supporting Documentation

The Executive Summary will document key findings and recommendations from the Stockton SSAR using infographics to summarize the study in a reader-friendly manner. Kittelson will submit the draft report for City review. As part of one of the project meetings described in Task 1, the project team will present the Draft SSAR and meet with City staff to obtain City staff input on any necessary adjustments. The Draft SSAR and engineering design and cost estimates will be updated consistent with the comments received.

TASK 6 DELIVERABLES

- » Draft Stockton SSAR – Electronic Copy and Five (5) Hard Copies

Task 7: Preliminary Engineering Design and Cost Estimates (30%)

TASK 7 PURPOSE
Provide the City with the designs and cost estimates for the most effective safety projects to facilitate implementation and the City’s ability to obtain grant funding for those projects.

Based on the priority list of locations and recommended countermeasures agreed upon with the City, Mark Thomas will prepare preliminary engineering design plans (30% plans) to illustrate up to five (5) potential projects for inclusion with HSIP applications. Based on comments received from the City on the draft 30% plans, we will proceed to refine the designs for incorporation into the SSAR documentation (Task 6 and Task 8).

30% plans will be prepared in AutoCAD format at an appropriate scale to show the plan view layouts at each location, with section views and focus area details provided as necessary. Mark Thomas will utilize available aerial photos for the plan background. Topographic surveys and base map preparation are not included in this scope of work.

Engineer’s estimates will be prepared for each of the design concepts. Estimates will be completed in Caltrans BEES format for major construction items based on Caltrans cost data, other local bid information, or a combination thereof. Allocations for minor construction items, project development, soft costs, and contingencies will be included as appropriate for planning-level estimates. Estimates will be escalated to 2022 dollar amounts for construction.

TASK 7 DELIVERABLES

- » Draft and Final 30% Design Plans for up to five (5) locations
- » Draft and Final Planning-Level Cost Estimates for up to five (5) locations

Task 8: Final Systemic Safety Analysis Report

TASK 8 PURPOSE
Prepare a final version of the final report in response to the City’s comments on the draft final report.

Kittelson will finalize the SSAR based on the input and comments received from the Draft SSAR developed in Task 6. Kittelson will create the Final Stockton SSAR by comprehensively documenting the full process used to develop it, including the comments received as well as responses to those comments. The report will meet Caltrans requirements, include required statements, and be organized and prepared in a manner that is easily understood. The Kittelson project manager, Erin Ferguson, PE, will serve as the engineer of record and will sign and stamp the SSAR. The final Stockton SSAR will also serve as the source of information from which the City will be able to apply for HSIP (or other) grant funds for implementing the recommended projects.

TASK 8 DELIVERABLES

- » Final Stockton SSAR – Electronic Copy and Five (5) Hard Copies

Task 9: Prepare 2020 Cycle 10 HSIP Applications

TASK 9 PURPOSE
Further facilitate the City’s efforts to obtain grant funding for the highest priority projects by preparing up to three (3) HSIP applications.

Using the information and findings from previous tasks, Kittelson will work with the City to determine the most competitive projects for HSIP funding and assemble up to three (3) HSIP applications. The specific timing of this work within the overall schedule will be dependent upon the timing of the HSIP Cycle 10 call for projects. Kittelson will work with the City to establish a detailed timeline for this specific task’s work once the call for projects has been announced by Caltrans.

TASK 9 DELIVERABLES

- » Up to three (3) HSIP applications
- » Half-Day, onsite HSIP Application Training (Optional)

Task 10: Coordination and Meetings

Kittelson has addressed coordination and meetings as part of Task 1 Project Management activities. Task 1 includes the conference calls and on-site meetings.

ID	Task Name	Duration	Start	Finish	Gantt Chart																													
					January	February	March	April	May	June	July	August	September	October	November	December	January	February	M	E	B	M	E	B	M	E	B	M	E	B	M	E	B	M
1	NTP	0 days	Wed 7/1/20	Wed 7/1/20	◆ NTP																													
2	Project Management	100 days	Tue 7/14/20	Tue 12/1/20	Project Management																													
3	PMT 1	0 days	Tue 7/14/20	Tue 7/14/20	◆ PMT 1																													
4	PMT 2	0 days	Tue 8/11/20	Tue 8/11/20	◆ PMT 2																													
5	PMT 3	0 days	Tue 9/8/20	Tue 9/8/20	◆ PMT 3																													
6	PMT 4	0 days	Tue 10/6/20	Tue 10/6/20	◆ PMT 4																													
7	PMT 5	0 days	Tue 11/3/20	Tue 11/3/20	◆ PMT 5																													
8	PMT 6	0 days	Tue 12/1/20	Tue 12/1/20	◆ PMT 6																													
9	Task 2 - Document Review	17.5 days	Wed 7/1/20	Fri 7/24/20	Task 2 - Document Review																													
10	Document Collection & Standards	2 wks	Wed 7/1/20	Tue 7/14/20	Document Collection & Standards																													
11	Summary Memo	1.5 wks	Wed 7/15/20	Fri 7/24/20	Summary Memo																													
12	Task 3 - Data Collection	33.5 days	Wed 7/1/20	Mon 8/17/20	Task 3 - Data Collection																													
13	Crash Data Collection	2 wks	Wed 7/1/20	Tue 7/14/20	Crash Data Collection																													
14	Traffic Data Collection	2 wks	Wed 7/15/20	Tue 7/28/20	Traffic Data Collection																													
15	Low-Cost Countemeasure Research	4 days	Fri 7/24/20	Thu 7/30/20	Low-Cost Countemeasure Research																													
16	Draft Technical Memorandum	1 wk	Thu 7/30/20	Thu 8/6/20	Draft Technical Memorandum																													
17	City Review	1 wk	Thu 8/6/20	Thu 8/13/20	City Review																													
18	Final Technical Memorandum	2 days	Thu 8/13/20	Mon 8/17/20	Final Technical Memorandum																													
19	Task 4 - Data Analysis & Countermeasure Selection	25 days	Mon 8/17/20	Mon 9/21/20	Task 4 - Data Analysis & Countermeasure Selection																													
20	Draft Report	3 wks	Mon 8/17/20	Mon 9/7/20	Draft Report																													
21	City Review	1 wk	Mon 9/7/20	Mon 9/14/20	City Review																													
22	Final Report	1 wk	Mon 9/14/20	Mon 9/21/20	Final Report																													
23	Task 5 - Identify Priority Safety Projects	25 days	Mon 9/21/20	Mon 10/26/20	Task 5 - Identify Priority Safety Projects																													
24	Draft Project List	3 wks	Mon 9/21/20	Mon 10/12/20	Draft Project List																													
25	City Review	1 wk	Mon 10/12/20	Mon 10/19/20	City Review																													
26	Final Draft Project List	1 wk	Mon 10/19/20	Mon 10/26/20	Final Draft Project List																													
27	Task 6 - Draft Systemic Safety Analysis Report	20 days	Mon 10/26/20	Mon 11/23/20	Task 6 - Draft Systemic Safety Analysis Report																													
28	Prepare Draft SSAR Report	3 wks	Mon 10/26/20	Mon 11/16/20	Prepare Draft SSAR Report																													
29	City Review	1 wk	Mon 11/16/20	Mon 11/23/20	City Review																													
30	Task 7 - Engineering Design & Cost Estimates	35 days	Mon 10/19/20	Mon 12/7/20	Task 7 - Engineering Design & Cost Estimates																													
31	Concept Design & Estimates	4 wks	Mon 10/19/20	Mon 11/16/20	Concept Design & Estimates																													
32	City Review	1 wk	Mon 11/16/20	Mon 11/23/20	City Review																													
33	Final Concept Design & Estimate	2 wks	Mon 11/23/20	Mon 12/7/20	Final Concept Design & Estimate																													
34	Task 8 - Final Systemic Safety Analysis Report	20 days	Mon 11/23/20	Mon 12/21/20	Task 8 - Final Systemic Safety Analysis Report																													
35	Final Draft SSAR	2 wks	Mon 11/23/20	Mon 12/7/20	Final Draft SSAR																													
36	City Review	1 wk	Mon 12/7/20	Mon 12/14/20	City Review																													
37	Final SSAR Report	1 wk	Mon 12/14/20	Mon 12/21/20	Final SSAR Report																													
38	Task 9 - To Be Determined	4 wks	Mon 12/21/20	Mon 1/18/21	Task 9 - To Be Determined																													



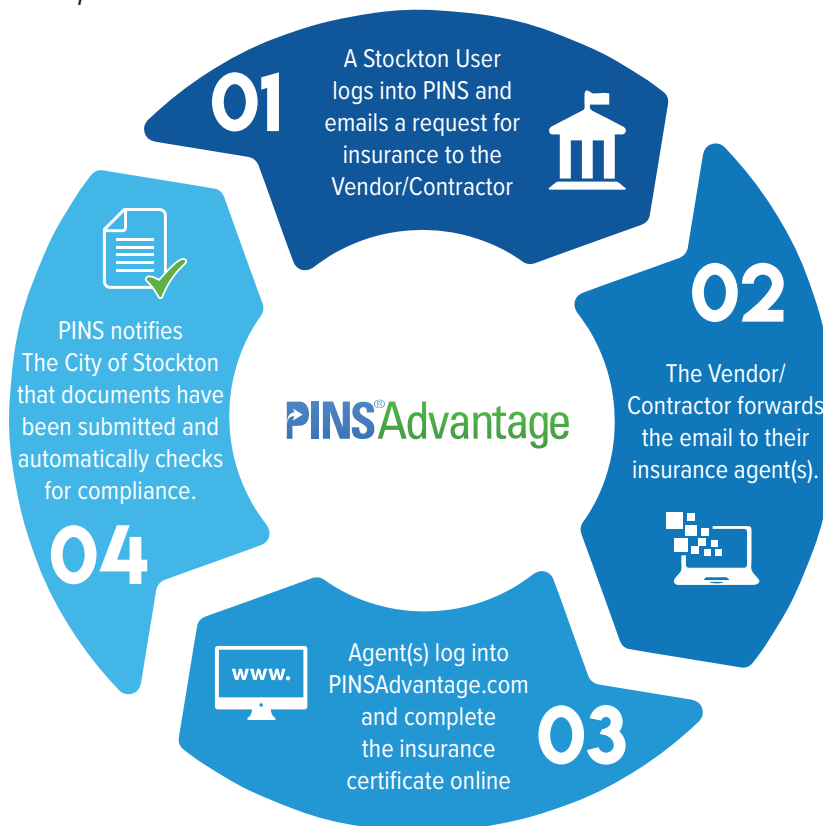
The City of Stockton is now using www.PINSAdvantage.com to track Insurance Certificates and all related documents.

WHAT IS THE PROCESS?

The PINS system starts with **The City of Stockton**. A **Stockton User** logs into PINS and emails a request for proof of insurance to the **Vendor/Contractor**. The **Vendor/Contractor** forwards the request email to their **Insurance Agent(s)**. The **Insurance Agent(s)** logs into www.PINSAdvantage.com and completes the insurance certificate online.

Note: Vendors will receive the insurance request email from: no-reply@pinsadvantage.com

Thank you for your compliance!



PINS[®]Advantage

www.pinsadvantage.com
+ 1 626 844 1838

NOTE: The City of Stockton is now using the online insurance program PINS Advantage. Once you have been awarded a contract you will receive an email from the City's online insurance program requesting you to forward the email to your insurance provider(s). Please see attached flyer regarding PINS Advantage.

Insurance Requirements for Most Contracts
Systemic Safety Analysis Report Program, Project No. PW1813

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder and the results of that work by the Contractor, his agents, representatives, employees or subcontractors.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability (CGL):** Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability:** ISO Form Number CA 00 01 covering any auto (Code 1), or if Contractor has no owned autos, hired, (Code 8) and non-owned autos (Code 9), with limit no less than **\$1,000,000** per accident for bodily injury and property damage.
3. **Workers' Compensation:** as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than **\$1,000,000** per accident for bodily injury or disease.

It shall be a requirement under this agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits shall be available to the Additional Insured. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any Insurance policy or proceeds available to the named insured; whichever is greater. No representation is made that the minimum insurance requirements of this agreement are sufficient to cover the obligations of the Contractor under this agreement.

Limits of Insurance

The limits of insurance required in this agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status

The City of Stockton, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 if a later edition is used). Additional insured Name of Organization shall read "City of Stockton, its officers, officials, employees, and volunteers." Policy shall cover City of Stockton, its officers, officials, employees, and volunteers for all locations work is done under this contract.

Primary Coverage

The Additional Insured coverage under the Contractor's policy shall be "primary and non-contributory" and will not seek contribution from the City's insurance or self-insurance and shall be at least as broad as CG 20 01 04 13. The City of Stockton does not accept endorsements limiting the Contractor's insurance coverage to the sole negligence of the Named Insured.

Notice of Cancellation

Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City of Stockton.

Waiver of Subrogation

Contractor hereby grants to City of Stockton a waiver of any right to subrogation which any insurer of said Contractor may acquire against the City of Stockton by virtue of the payment of any loss under such insurance. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this

provision applies regardless of whether or not the City of Stockton has received a waiver of subrogation endorsement from the insurer. **The Workers' Compensation policy shall be endorsed with a waiver of subrogation** in favor of the City of Stockton for all work performed by the Contractor, its employees, agents and subcontractors.

Self-Insured Retentions

All Self-insured retentions must be disclosed to Risk Management for approval and shall not reduce the limits of liability. The City of Stockton may require the Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City of Stockton.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City of Stockton.

Verification of Coverage

Contractor shall furnish the City of Stockton with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City of Stockton Risk Services before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. The City of Stockton reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Contractor shall, prior to the commencement of work under this Agreement, provide the City of Stockton with a copy of its declarations page(s) and endorsement page(s) for each of the required policies.

Subcontractors

Contractors shall require and verify that all subcontractors, or other parties hired for this work, purchase and maintain coverage for indemnity and insurance requirements as least as broad as specified in this agreement to the extent they apply to the scope of the subcontractor's work with the same certificate of insurance requirements and naming as additional insureds all parties to this contract. Contractor shall include the following language in their agreement with Subcontractors: Subcontractors hired by Contractor agree to be bound to Contractor and City in the same manner and to the

same extent as Contractor is bound to City under the contract documents and provide a valid certificate of insurance and the required endorsements included in the agreement as proof of compliance prior to commencement of any work and to include this same requirement for any subcontractors they hire for this work. A copy of the owner contract document indemnity and insurance provisions will be furnished to the subcontractor upon request. Contractor shall provide proof of such compliance and verification to the City upon request.

Special Risks or Circumstances

City of Stockton reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Certificate Holder Address

Proper address for mailing certificates, endorsements and notices shall be:

City of Stockton
Attn: City Risk Services
400 E Main Street, 3rd Floor – HR
Stockton, CA 95202

CITY OF STOCKTON, CALIFORNIA
CITY MANAGER ADMINISTRATIVE DIRECTIVE

Subject: DISCRIMINATION AND HARASSMENT POLICY	Directive No. HR-15	Page No. 1 of 14
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PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
 PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

I. PURPOSE

The purpose of this policy is to reaffirm the City’s commitment to demonstrating respect for all individuals by strictly prohibiting discrimination and harassment, including sexual harassment in the workplace. This policy defines prohibited behavior and conduct, and sets forth a procedure for reporting, investigating and resolving complaints of discrimination, harassment, in the workplace, including retaliation and hostile work environment.

II. POLICY

- A. The City of Stockton prohibits any form of discrimination and/or harassment of any person based on race, religious creed, color, national origin, ancestry, military and veterans status, physical or mental disability, medical condition, genetic characteristics or information, denial of family and medical care leave, marital status, sexual orientation, sex (including gender, gender identity, gender expression, transgender, pregnancy, childbirth and breastfeeding), political affiliation, age (40 and older), concerted labor activity, or any other category or attribute consistent with state or federal law. All such discrimination and harassment is unlawful and shall not be tolerated. In addition, under the federal Affordable Care Act (ACA), the City of Stockton prohibits discrimination and/or harassment, or retaliation against an employee who obtains coverage, receives a tax credit or subsidy through the Health Care “Market Place” or “Exchange.”
- B. It is an unlawful employment practice to discriminate against or to harass an unpaid intern or volunteer on the basis of any legally protected classification unless an exception applies, such as a bona fide occupational qualification.
- C. The City will neither tolerate nor condone discrimination and/or harassment of employees by managers, supervisors, co-workers, or non-employees with whom City employees have a business service, or professional relationship.
- D. All City employees and non-employees share a responsibility to assist in

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maintaining an employment environment free of discrimination and harassment. This policy applies to all aspects of City employment, including, but not limited to, hiring, reassignment, placement, promotion, employment action, disciplinary action, layoff, reemployment, transfer, leave of absence, compensation and benefits, training; or other terms of treatment of that person in an unpaid internship, or another limited duration program to provide unpaid work experience for that person, or the harassment of an unpaid intern or volunteer.

- E. All allegations of discrimination and/or harassment shall be investigated immediately by the City, in accordance with this policy. If it is determined that any prohibited activity has occurred, remedial action shall be taken. Such action may include discipline up to and including discharge. In addition, under applicable law, individual supervisors and employees may be subject to personal liability and/or punitive damages in any litigation arising as a result of such conduct.
- F. All new hires shall attend harassment awareness training, and supervisors and managers shall attend harassment awareness and prevention training for supervisors every two years.
- G. The City of Stockton prohibits retaliation against any employee or non-employee by another employee, non-employee, supervisor, or manager for reporting, filing, testifying, assisting or participating in any manner in any investigation, proceeding, or hearing conducted by the employer or a federal or state enforcement agency.
- H. This policy applies to all officials, employees, volunteers, unpaid interns, agents, or contractors of the City.
- I. This policy shall be administered by the Director of Human Resources.

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III. DEFINITION AND EXAMPLES OF DISCRIMINATION AND HARASSMENT

- A. "Discrimination," as used in this policy, is any action, behavior, practice, or process that is intended to deny, or results in the denial of, employment rights, privileges, or benefits because of a person's race, religious creed, color, national origin, ancestry, military and veterans status, physical or mental disability, medical condition, genetic characteristics or information, denial of family and medical care leave, marital status, sexual orientation, sex (including gender, gender identity, gender expression, transgender, pregnancy, childbirth and breastfeeding), political affiliation, age (40 and older), concerted labor activity, or any other prohibition identified under state and federal law. The following are examples of conduct that may constitute discrimination:
1. Soliciting applications from a source where all or most of potential workers are of the same race or color.
 2. Considering a person's gender as the basis for differences in pay, work assignments, performance evaluations, training, discipline, or any other area of employment; and
 3. Questioning a job applicant about the existence, nature and severity of a disability.
- B. "Harassment," as used in this policy, consists of any conduct affecting another person because of his or her race, religious creed, color, national origin, ancestry, military and veterans status, physical or mental disability, medical condition, genetic characteristics or information, denial of family and medical care leave, marital status, sexual orientation, sex (including gender, gender identity, gender expression, transgender, pregnancy, childbirth and breastfeeding), political affiliation, age (40 and older), concerted labor activity, or any other category or attribute identified under state and federal law when such conduct has the purpose or the effect of: (1) creating an intimidating, hostile or offensive work environment; (2) unreasonably interfering with the employee's or non-employee's work performance; or (3)

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otherwise adversely affecting an employee's or non-employee's employment opportunities.

Harassment may take many forms, including, but not limited to, the following examples:

1. Verbal Harassment: Epithets, derogatory and offensive comments or slurs based on race, religion, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, medical condition, gender, sexual orientation, political affiliation, age, or any other category or attribute identified under state and federal law.
 2. Physical Harassment: Assault, impeding or blocking movement that results in the physical interference with normal work or movement on the basis of race, religion, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, medical condition, gender, sexual orientation, political affiliation, age, or any other category or attribute identified under state and federal law.
 3. Visual Harassment: The displaying of posters, photography, notices, bulletins, e-mails, cartoons or drawings with derogatory and offensive content based on race, religion, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, medical condition, gender, sexual orientation, political affiliation, age, or any other category or attribute identified under state and federal law.
- C. "Sexual harassment," as used in this policy, is a subcategory of harassment, and is specifically defined by law as unwanted sexual advances, requests for sexual favors or visual, verbal or physical conduct of a sexual nature when:
1. Submission to such conduct is made a term or condition of employment; or
 2. Submission to or rejection of such conduct is used as a basis for employment decisions affecting the individual; or

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3. Such conduct has the purpose or effect of unreasonably interfering with an employee’s or non-employee’s work performance or creating an intimidating, hostile or offensive working environment because of the persistent, severe or pervasive nature of the conduct.

Examples of Sexual Harassment include, but are not limited to the following:

- a. Unwelcome sexual overtures or propositions.
- b. Offering employment benefits or status in exchange for sexual favors.
- c. Making or threatening retaliation after a negative response to sexual advances.
- d. Visual conduct such as leering, making sexual gestures, displaying sexually suggestive objects or pictures, cartoons, calendars or posters.
- e. Verbal conduct such as using epithets or slurs, telling sexually explicit jokes, or making derogatory or suggestive comments about a person’s body or dress.
- f. Written communications of a sexual nature distributed in hard copy, soft copy or via a computer network.
- g. Verbal abuse of a sexual nature, graphic verbal commentary about an individual’s body, sexually degrading words to describe an individual, suggestive or obscene letters, notes or invitations.
- h. Physical conduct such as touching, assaulting, impeding or blocking movements.

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- i. Retaliation for making harassment reports or threatening to report harassment.

- D. Affordable Care Act (ACA) Anti-Retaliation
 Pursuant to section §1558 of the Affordable Care Act, the City prohibits discrimination or retaliation towards any employee who:
 1. Receives a health insurance tax credit or subsidy through the Health Care “Marketplace” or “Exchange”, by which can trigger a penalty payable by the employer;
 2. Reports potential violations of protections afforded under Title I of the Act, which provides guaranteed availability protections among other things;
 3. Testifies in a proceeding concerning such violation;
 4. Assists or participates in a proceeding concerning a violation; or
 5. Objects to, or refuses to participate in, any activity, policy, practice, or assigned task that the employee reasonably believes to be in violation of any provision of the Title I of the Act.

An employee who believes that he or she has been discharged or otherwise discriminated against in violation of section §1558 of the Affordable Care Act may seek relief in accordance with the procedures, notifications, burdens of proof, remedies, and statutes of limitation set forth in section 2087(b) of title 15, United States Code.

IV. REPORTING AND COMPLAINT PROCEDURES

A. Immediate Action Required

The City’s reporting and complaint procedures provide for an immediate, thorough and objective investigation of discrimination or harassment claims, appropriate disciplinary action taken against any person found to have engaged in prohibited behavior, and appropriate alternative remedies to any

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employee or non-employee subject to discrimination or harassment. To accomplish this, such incidents must be reported immediately to a supervisor or manager.

1. Employee's and Non-Employee's Responsibilities when Subjected to Discrimination and/or Harassment
 - a. Employees or non-employees who believe they have been subjected to discrimination or harassment, or are aware of discrimination or harassment against others, shall report the situation immediately to his/her supervisor or manager, except as specified in subsection (b), below. Employees and non-employees shall report any such incidents occurring in the workplace, whether committed by coworkers, supervisors or managers, or third persons doing business with the City, such as customers or vendors, or other non-employees. If comfortable doing so, an employee or non-employee who has a complaint of discrimination or harassment is encouraged to directly inform the person(s) engaging in the behavior that such conduct is offensive and insist the behavior to stop.
 - b. Employees and non-employees must immediately contact a supervisor or manager to register a complaint of discrimination or harassment, unless that supervisor or manager is the individual engaging in the unwanted behavior. In that case, the employee or non-employee may contact someone at the next supervisory level. If the employee or non-employee feels uncomfortable dealing directly with his or her immediate supervisor or manager, he or she may contact the department head, or the Director of Human Resources (or either of their designees) to register a complaint of discrimination or harassment.
 - c. Employees and non-employees may file a formal complaint of harassment or discrimination with their department head or

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with Human Resources. To assist the City in conducting a thorough investigation, complaints shall be submitted in writing and shall include specific details of the incident(s), the names of the individuals involved, the names of any witnesses, and any documentary evidence (notes, pictures, cartoons, etc.) that will corroborate the allegations.

- d. Employees and non-employees shall immediately report any retaliation to a supervisor, manager, department head or Director of Human Resources (or designee). All retaliation complaints shall be immediately, objectively and thoroughly investigated in accordance with the investigation procedures. If a report of retaliation is substantiated, appropriate disciplinary action, up to and including discharge shall be taken.

2. Supervisor's or Manager's Responsibilities to Eliminate Discrimination and/or Harassment

- a. A supervisor or manager is responsible for enforcing the City's discrimination and harassment policy. Supervisors or managers must ensure that all employees and non-employees are aware of the City's policy through open discussion of the policy at staff meetings and by posting the policy in a conspicuous location accessible to all staff members.
- b. A supervisor or manager shall be cognizant of employees' and non-employees' behavior and shall not permit any employee or non-employee under their supervision to be subjected to or engage in any conduct prohibited by this policy.
- c. A supervisor or manager who observes conduct prohibited by this policy shall immediately direct the employee or non-employee to cease the conduct.

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- d. A supervisor or manager who receives a complaint of prohibited conduct is required to take the complaint seriously, and report the matter immediately to the department head; be supportive of the complainant; ensure there is no retaliation against the complainant; conduct an internal fact-finding review into the allegations; obtain as much detailed information as possible; thoroughly document the findings; communicate in written form to the parties the resolution of the complaint; and report to and consult with the Human Resources Department promptly, without delay.

- B. Confidentiality. The City will make every effort to protect the privacy and confidentiality of all parties involved, as well as any information and/or documentation obtained, to the extent possible consistent with a thorough investigation.

- C. Penalty for Non-Compliance. The City shall take disciplinary action, up to and including discharge, against any supervisor or manager who fails in his/her responsibility to take immediate action in response to an employee's or non-employee's complaint of discrimination or harassment. Further, such disciplinary action shall be taken against a supervisor or manager who fails to stop discriminatory or harassing conduct committed in his/her presence or to stop such conduct about which the supervisor or manager has knowledge.

V. INVESTIGATION PROCEDURES

A. Determination of Responsibility for Investigation

If a formal complaint is filed with the department head or the Director of Human Resources (or either of their designees), the department head and the Director of Human Resources shall consult with one another to determine whether the department or Human Resources shall conduct the fact-finding investigation into the allegations. Either the department head or the Director of Human Resources (or either of their designees), depending on who is

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responsible for the investigation, shall issue written notification to the complainant and alleged harasser(s). The notification shall specify the nature of the complaint, and inform the parties that an investigation into the allegations of discrimination and/or harassment shall be conducted.

B. Investigative Guidelines

The investigation shall include the following steps taken in the order best suited to the circumstances:

1. Identify and preserve the evidence.
2. Confirm the name and position of the complainant. Interview the complainant.
3. Allow the complainant the opportunity to place the complaint in writing.
4. Obtain the identity of the alleged harasser(s).
5. Obtain as many details as possible regarding the incident(s) that prompted the complaint, including the number of occurrences, dates, times, locations, and witnesses (if applicable).
6. Ascertain how the complainant felt about the alleged incident when it occurred; complainant's response(s) to the alleged behavior; and witness statements (if applicable).
7. Ascertain if any threats or promises were made in connection with the alleged harassment.
8. Ascertain if the complainant knows of or suspects that there are other victims of harassment by the same person(s).
9. Ascertain whether the complainant has spoken to anyone, especially

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 PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

supervisors, about the harassment.

10. Ascertain what resolution would be acceptable to the complainant.
11. Interview the alleged harasser to get his or her side of the story, including any possible motivation for a false allegation.
12. Interview witnesses who were identified by the complainant regarding the alleged harasser or other persons identified during the investigation.
13. Interview witnesses who were identified by the alleged harasser or other persons identified during the investigation.
14. Advise all participants that the investigation is "confidential" and not to engage in any retaliatory conduct, as such conduct is subject to disciplinary action up to and including discharge. Confidentiality will be maintained to the extent possible. An individual who is interviewed during the course of an investigation is prohibited from discussing the substance of the interview, except as otherwise directed by a supervisor or the Director of Human Resources. Any individual who discusses the content of an investigatory interview will be subject to discipline or other appropriate sanction.
15. Conduct follow-up interviews, if warranted.
16. Prepare report of findings and discuss with management and designated legal staff.

VI. RESPONDING TO THE COMPLAINT

- A. Following the completion of the fact-finding investigation, either the department head or the Director of Human Resources (or either of their designees), depending on who is responsible for the investigation, shall

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PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

make a report of findings, along with a recommendation regarding the appropriate remedial action to be taken, if warranted. The recommendation shall be made after reviewing the findings of the investigation, giving consideration to all factual information, the nature of the alleged conduct, and the totality of the circumstances. If the investigation was conducted by the Director of Human Resources, or designee, the Director, or designee, shall confer with the affected department head and both shall concur on the remedial action to be taken, if any. If the investigation was conducted by the department head, the department head shall confer with the Director of Human Resources prior to making the report of findings and both shall concur on the remedial action to be taken, if any.

- B. If either the department head or the Director of Human Resources does not concur with the findings and recommendation of the other, the City Attorney (or designee) shall review and resolve the matter in dispute.
- C. Report of findings and recommendation shall be treated as a confidential document and no other distribution shall be made without first consulting with the City Attorney's Office. A completed investigation report will not be disclosed, except as it is deemed necessary to support a disciplinary action, to take remedial action, to defend the City in adversarial proceedings, or to comply with the law or court order.
- D. Either the department head or the Director of Human Resources (or either of their designees), depending on who is responsible for the investigation shall provide a written response to the complainant and the person alleged to have committed the misconduct, discrimination and/or harassment. The response shall include a copy of the City's discrimination and harassment policy and a memorandum indicating the City's determination as to whether the complaint is:
 - 1. Unsustained: The investigation failed to disclose sufficient evidence to substantiate the allegation(s).
 - 2. Unfounded: The investigation proved that the act(s) or omission(s)

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complained of did not occur. The finding also applies when the individual employee(s) named in the complaint were not involved in the act(s) or omission(s) alleged.

3. Sustained: The investigation disclosed sufficient evidence to substantiate the allegation(s) made in the complaint; appropriate action will be taken.

E. Details regarding any specific fact-findings or disciplinary action to be taken will not be communicated to the complainant. The City Attorney shall review the response for legal sufficiency before dissemination.

F. The City shall close and retain the investigation file, in accordance with applicable laws, regulations, and City policy regarding retention of City records.

VII. DISCIPLINE

Disciplinary action imposed as a result of any investigation conducted pursuant to this policy shall be commensurate with the severity of the offense, up to and including discharge, even for a first offense.

VIII. ALTERNATIVE REMEDIES

If upon exhausting all internal remedies to file, investigate, and respond to a charges of discrimination/harassment, pursuant to title VII of the Federal Civil Rights Act of 1964 (42 U.S.C §§ 2000e *et seq.*), any person has a right to file a charge of discrimination/harassment with the Equal Employment Opportunity Commission ("EEOC"). In addition, pursuant to the California Fair Employment and Housing Act (Gov. Code §§ 12900 – 12996.) a person may also file a complaint of discrimination/harassment with the California Department of Fair Employment and Housing ("DFEH"). Employees or non-employees who believe that they have been subjected to discrimination/harassment may file a complaint with either of these

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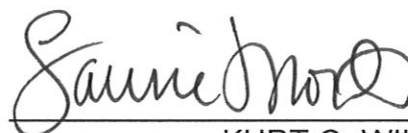
PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
 PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

agencies. Both the EEOC and DFEH serve as neutral fact-finders and attempt to assist parties in resolving disputes voluntarily.

IX. COMMUNICATION OF POLICY

This policy shall be provided to all managers, supervisors, employees, volunteers, unpaid interns, agents or contractors of the City and shall be posted in the appropriate places. All employees shall participate in City approved harassment awareness training as directed by management or Human Resources; and all supervisors, as required by law, shall participate in City approved interactive harassment awareness training and education sessions at least once every two years, or as otherwise specified by law.

APPROVED:



KURT O. WILSON
CITY MANAGER

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City of Stockton

Legislation Text

File #: 20-6300, **Version:** 1

ADOPT RESOLUTION TO AUTHORIZE THE BRIDGE REHABILITATION AND REPLACEMENT PROJECT

RECOMMENDATION

It is recommended that the City Council adopt a resolution to:

1. Adopt the Final Initial Study/Mitigated Negative Declaration under the California Environmental Quality Act for the Bridge Rehabilitation and Replacement, Project No. PW1603/Federal Project No. BPMP-5008(157).
2. Approve the plans and specifications for the Bridge Rehabilitation and Replacement, Project No. PW1603/Federal Project No. BPMP-5008(157).

It is also recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of this resolution.

Summary

Bridge Preventative Maintenance Program (BPMP) funds from the Federal Highway Administration (FHWA) are being used to complete maintenance work on the Bridge Rehabilitation and Replacement, Project No. PW1603/Federal Project No. BPMP-5008(157). The project includes six bridge locations at West Lane and Pershing Avenue over Calaveras River, Diamond Street over Mormon Slough, Santa Paula Way over Mosher Slough, Aurora Street over Mormon Slough, and Turnpike Road over Walker Slough (Attachment A - Vicinity Map). The scope of maintenance work includes road approach repairs, deck sealing, bridge joint replacements, scour protection measure, and other general bridge related repairs. The project was included in the Fiscal Year (FY) 2017-22 Capital Improvement Plan (CIP).

Caltrans provided environmental clearance under the National Environmental Protection Act (NEPA) for this project in October 2019. The City is responsible for clearance under the California Environmental Quality Act (CEQA). The final CEQA Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared incorporating the comments received from the public and agencies (Exhibit 1 to the Resolution). The project design phase is substantially complete, the project conforms with the City's General Plan, pursuant to California Government Code section 65402, and the CEQA IS/MND was drafted following requirements as specified under Chapter 3, Article 6 of the California Code of Regulations (CCR).

Staff recommends that Council adopt a resolution approving the Final IS/MND document under CEQA and approving the plans and specifications for the project. Staff anticipates the project to be advertised for construction by the end of 2020, pending the receipt of all permitting.

DISCUSSION

Background

BPMP funds from the FHWA are being used to complete maintenance work on six bridges located throughout the City. The six locations are: West Lane and Pershing Avenue over Calaveras River, Diamond Street over Mormon Slough, Santa Paula Way over Mosher Slough, Aurora Street over Mormon Slough, and Turnpike Road over Walker Slough (Attachment A - Vicinity Map).

Caltrans performs periodic inspections of city bridges and summarizes their findings in inspection reports to the City. Bridge inspection reports note varying types of maintenance repairs required on the six bridges. The maintenance repairs include scour protection measures, deck sealing, road approach repairs, joint seal replacements, concrete and drainage repairs, striping application, barrier rail repairs, sidewalk replacements, and erosion control measures. The maintenance repairs are eligible for federal funding under the Highway Bridge Program in the amount of 88.53 percent. The required City match is 11.47 percent to be appropriated from the Measure K program. The project was included in the FY 2017-22 CIP.

On April 25, 2017, Council awarded a Professional Services Contract to MGE Engineering, Inc. to prepare the plans and specifications and complete the environmental review for the maintenance repair work at the six bridges included in this project. Federal funding requires environmental clearance under NEPA. Caltrans is the designated authority for processing and approving NEPA clearance on behalf of the FHWA. Caltrans provided environmental clearance under NEPA for this project with the issuance of a Categorical Exclusion in October 2019. The City is responsible for processing and approving the environmental clearance under CEQA.

Present Situation

In accordance with CEQA guidelines, it has been determined that the project involves potential significant effects on the environment, but these effects could be reduced to a less-than-significant level with recommended mitigation measures. A Notice of Intent (NOI) to adopt the CEQA IS/MND was published in The Record on February 7, 2020. The NOI provides notice of a 30-day public review/comment period on the draft CEQA IS/MND document. Members of the public and other public agencies were allowed to review the draft CEQA IS/MND document. The review/comment period ended on March 9, 2020. The final CEQA IS/MND has been prepared incorporating the comments received from the public and agencies (Exhibit 1 to the Resolution).

The project design phase is substantially complete. The project conforms to the City's General Plan, pursuant to California Government Code section 65402, and the CEQA IS/MND was drafted following requirements as specified under Chapter 3, Article 6, of the CCR.

Staff recommends that Council adopt a resolution approving the Final IS/MND document under CEQA for the Bridge Rehabilitation and Replacement, Project No. PW1603/Federal Project No. BPMP-5008(157). Staff also recommends that Council approve the plans and specifications for the project. Staff anticipates the project to be advertised for construction by the end of 2020, pending the receipt of all permitting.

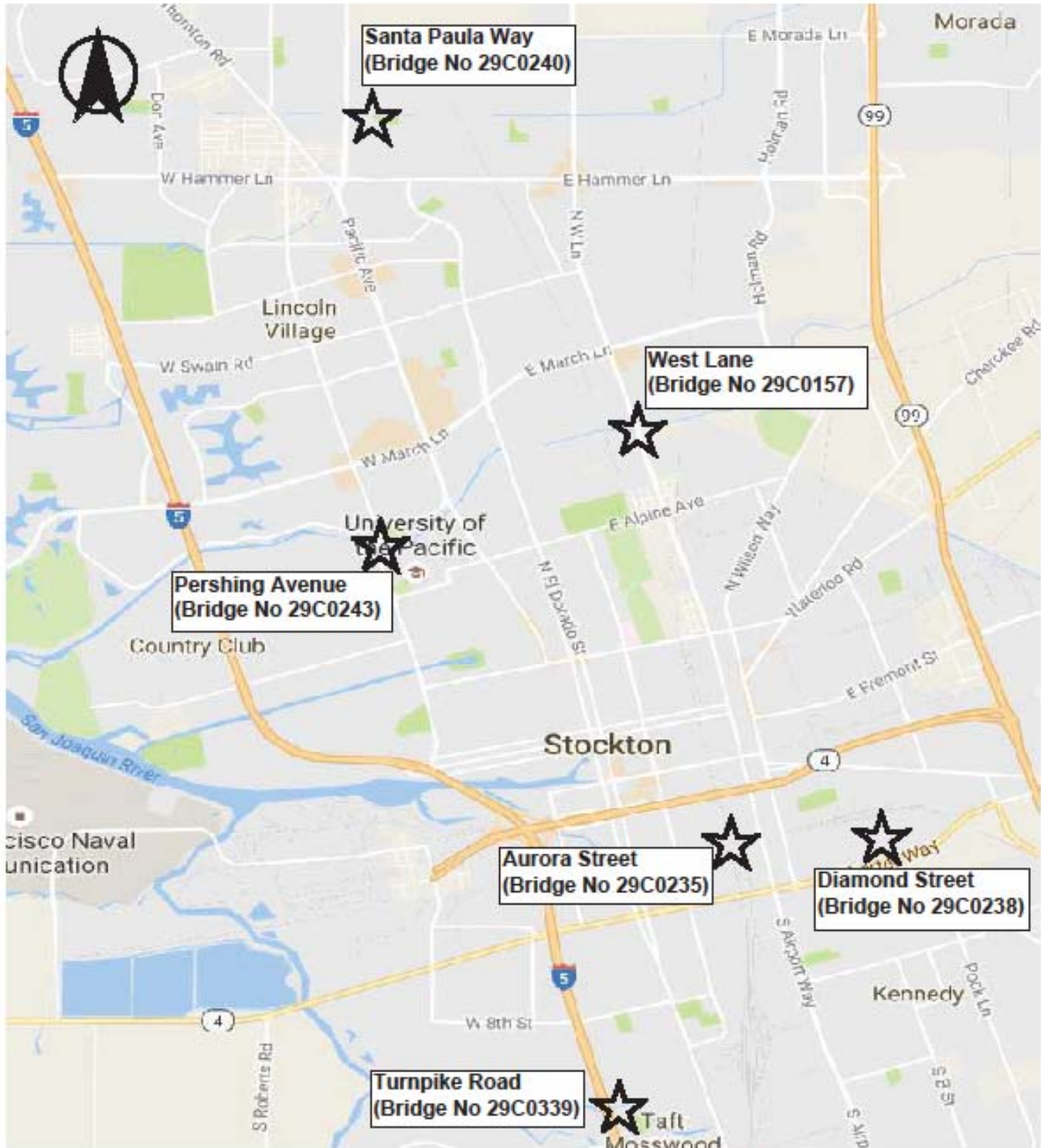
FINANCIAL SUMMARY

The Bridge Rehabilitation and Replacement, Project No. PW1603/Federal Project No. BPMP-5008 (157), Account No. 308-3020-640, was included in the adopted FY 2017-22 CIP using BPMP funds from the FHWA.

There is no impact to the City's General Fund or any other unrestricted fund as a result of taking the recommended action.

Attachment A - Vicinity Map

Attachment A - Vicinity Map



No.	Revised	By
Drawn by: EM		
Checked by: JW		
Scale: NTS		

Bridge Rehabilitation Project

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

Approved by
City Engineer
Date:
Drawing No. 177

Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION ADOPTING THE FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION, AND APPROVING THE PLANS AND SPECIFICATIONS FOR THE BRIDGE REHABILITATION AND REPLACEMENT, PROJECT NO. PW1603/FEDERAL PROJECT NO. BPMP-5008(157)

Bridge Preventative Maintenance Program funds from the Federal Highway Administration are being used to complete maintenance work on the Bridge Rehabilitation and Replacement, Project No. PW1603/Federal Project No. BPMP-5008(157); and

The project includes six bridge locations: West Lane and Pershing Avenue over Calaveras River, Diamond Street over Mormon Slough, Santa Paula Way over Mosher Slough, Aurora Street over Mormon Slough, and Turnpike Road over Walker Slough; and

On April 25, 2017, the City Council awarded a Professional Services Contract to MGE Engineering, Inc. to prepare the plans and specifications and complete the environmental review for the maintenance repair work at the six bridges included in this project; and

The project is in conformance with the City's General Plan, pursuant to California Government Code section 65402, and the California Environmental Quality Act Final Initial Study/Mitigated Negative Declaration as specified under Chapter 3, Article 6, of the California Code of Regulations; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The City Council adopts the Final Initial Study/Mitigated Negative Declaration under the California Environmental Quality Act for the Bridge Rehabilitation and Replacement, Project No. PW1603/Federal Project No. BPMP- 5008(157), a copy of which is attached as Exhibit 1 and incorporated by this reference.

2. The City Council approves the plans and specifications for the Bridge Rehabilitation and Replacement, Project No. PW1603/Federal Project No. BPMP-5008(157).

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3. The City Manager is hereby authorized to take whatever actions are necessary and appropriate to carry out the purpose and intent of this Resolution.

PASSED, APPROVED, and ADOPTED July 28, 2020.

MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

**Final
Initial Study/
Mitigated Negative Declaration**

for

**City of Stockton
Bridge Rehabilitation and Replacement
\Project (PW1603/BPMP-5008(157))**

SCH # 2020029023

March 2020

(Public Circulation Dates: 7 February 2020 – 9 March 2020)

Prepared for:

City of Stockton
Public Works Department
425 North El Dorado Street
Stockton, CA 95202

Prepared by:

Sycamore Environmental Consultants, Inc.
6355 Riverside Blvd., Suite C
Sacramento, CA 95831

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1. Project Information

<p>1. Project Title: Bridge Rehabilitation and Replacement Project (PW1603/BPMP-5008(157))</p>
<p>2. Lead Agency Name and Address: City of Stockton, Public Works Department 22 East Weber Avenue, Room 301 Stockton, CA 95202</p>
<p>3. Contact Person and Phone Number: Ahbid Mohammad, Associate Engineer City of Stockton, Public Works Department 209/ 937-5654</p>
<p>4. Project Location: The City of Stockton proposes to conduct preventative bridge maintenance work at the six City of Stockton locations listed below. For the purposes of this report, the two bridge structures on West Lane are treated as one bridge location. The six bridge locations are listed below and shown on Figure 1.</p> <ul style="list-style-type: none"> • West Lane over Calaveras River (Bridge No 29C0157R/L, Note: The two bridge structures on West Lane are treated as one bridge location) • Pershing Avenue over Calaveras River (Bridge No 29C0243) • Diamond Street over Mormon Slough (Bridge No 29C0238) • Aurora Street over Mormon Slough (Bridge No 29C0235) • Santa Paula Way over Mosher Slough (Bridge No 29C0240). • Turnpike Road over Walker Slough (Bridge No 29C0399) <p>The Project occurs on the Lodi South (T2N, R6E, Sections 9 and 16) and Stockton West (R6E and R7E, T1N, Sections 5, 11, 21, 29, 45) USGS Quads (Mt. Diablo Base and Meridian) and is in the San Joaquin Delta Hydrologic Unit (Hydrologic Unit Code 18040003), the Upper Calaveras California Hydrologic Unit (Hydrologic Unit Code 18040011), and the Rock Creek-French Camp Slough Hydrologic Unit (Hydrologic Unit Code 18040051). Elevation at the six Project sites range from approximately 10 to 25 feet above sea level.</p>
<p>5. Description of Project: The City of Stockton Public Works Department (City) and Caltrans Division of Local Assistance are proposing various maintenance repairs to six bridges in the City. For the purposes of this document, the two bridge structures on West Lane are treated as one bridge location. The table below lists the six bridges and provides a brief work description. A detailed project description is in Section 3 of this Initial Study.</p> <p>Six Bridge Locations and Brief Description of Work</p>

Bridge	In-channel Work?
1. West Lane over Calaveras River (Bridge No 29C0157R/L)	Yes. Work includes in-channel scour protection.
2. Pershing Avenue over Calaveras River (Bridge No 29C0243)	No. Deck work only.
3. Diamond Street over Mormon Slough (Bridge No 29C0238)	Yes. Work includes in-channel scour protection. Channel is intermittent.
4. Aurora Street over Mormon Slough (Bridge No 29C0235)	Yes. Work includes in-channel scour protection. Channel is intermittent.
5. Santa Paula Way over Mosher Slough (Bridge No 29C0240)	No. Deck work only.
6. Turnpike Road over Walker Slough (Bridge No 29C0399)	No. Deck work only.
6. General plan designation: The proposed Project occurs entirely within City street right of way.	
7. Zoning: The proposed Project occurs entirely within City street right of way.	
8. Surrounding Land Uses and Setting: The Project is located in an urban area and is bounded by urban residential, commercial, industrial, and transportation uses.	
9. Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement): The Project may require permits or approvals from the following: <ul style="list-style-type: none"> • Central Valley Regional Water Quality Control Board — Coverage under the Construction General Permit (Water Quality Order 2009-0009-DWQ) • U.S. Army Corps of Engineers – Section 404 Clean Water Act Permit • Central Valley Regional Water Quality Control Board (RWQCB) – Section 401 Water Quality Certification • California Department of Fish and Wildlife (CDFW) – Streambed Alteration Agreement 	

2. Introduction

2.1 Project Brief

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the City of Stockton Bridge Rehabilitation Project (Project). The Project occurs at six locations within the City of Stockton, San Joaquin County (Figures 1-1 through 1-5). The IS/MND has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). For the purposes of this CEQA analysis, the City of Stockton (City) is the Lead Agency for the project.

The City Public Works Department and Caltrans Division of Local Assistance are proposing various maintenance repairs to six bridges in the City. The table below lists the six bridges and provides a brief work description. A detailed project description is in Section 3 of this Initial Study.

Six Bridge Locations and Brief Description of Work

Bridge	In-channel Work?
1. West Lane over Calaveras River (Bridge No 29C0157R/L)	Yes. Work includes in-channel scour protection.
2. Pershing Avenue over Calaveras River (Bridge No 29C0243)	No. Deck work only.
3. Diamond Street over Mormon Slough (Bridge No 29C0238)	Yes. Work includes in-channel scour protection. Channel is intermittent.
4. Aurora Street over Mormon Slough (Bridge No 29C0235)	Yes. Work includes in-channel scour protection. Channel is intermittent.
5. Santa Paula Way over Mosher Slough (Bridge No 29C0240)	No. Deck work only.
6. Turnpike Road over Walker Slough (Bridge No 29C0399)	No. Deck work only.

2.2 Purpose of Initial Study

CEQA requires that public agencies document and consider the potential environmental effects of the agency's actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of CEQA are found in the "CEQA Guidelines" (Title 14, Chapter 3 of the California Code of Regulations).

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects, as defined by CEQA, and to describe feasible mitigation measures that would avoid significant effects or reduce them to a level that is less than significant. If the Initial Study does not identify significant effects, then the agency

prepares a Negative Declaration. If the Initial Study notes significant effects but also identifies mitigation measures that would reduce these significant effects to a level that is less than significant, then the agency prepares a Mitigated Negative Declaration. If a project would involve significant effects that cannot be readily mitigated, then the agency must prepare an Environmental Impact Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without an Initial Study.

The proposed project is a “project” as defined by CEQA and is not exempt from CEQA consideration. The City has determined that the project may potentially have significant environmental effects and therefore would require preparation of an Initial Study. This Initial Study describes the proposed project and its environmental setting, discusses the potential environmental effects of the project, and identifies feasible mitigation measures that would eliminate any potentially significant environmental effects of the project or reduce them to a level that would be less than significant. The Initial Study considers the project’s potential for significant environmental effects in the following subject areas:

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

This Initial Study concludes that the project would have potentially significant environmental effects, all of which would be avoided or reduced to a level that would be less than significant with recommended mitigation measures. The project applicant has accepted all the recommended mitigation measures. As a result, the City has prepared a Mitigated Negative Declaration and has issued a public Notice of Intent to adopt the IS/MND for the project. The time available for comment on the IS/MND is shown in the Notice of Intent.

The remainder of this document is organized into the following sections:

- **Section 3, Project Description:** Provides a detailed description of the proposed Project;
- **Section 4, Initial Study Findings (Determination):** Provides a determination of the City’s CEQA findings;
- **Section 5, Initial Study Checklist and Supporting Documentation:** Provides CEQA Initial Study Resource impact checklists and supporting documentation. Identifies the thresholds of significance, evaluates potential impacts, and describes mitigation measures necessary to reduce impact significance;

- **Section 6, Supporting Information Sources:** Identifies the personnel responsible for the preparation of this document and provides a list of the references cited throughout the document.
- **Appendix A, Mitigation Monitoring and Reporting Plan:** Contains the Mitigation Monitoring and Reporting Plan prepared for the proposed project. The Mitigation Monitoring and Reporting Plan includes a list of required mitigation measures and includes information regarding the City's policies and procedures for implementation and monitoring of the mitigation measures.

2.3 Project Background

Caltrans prepared Bridge Inspection Reports (BIR's) for each of the six bridges. These reports noted several deficiencies at each bridge, including deck cracking, abrasion and scour on the columns, leaking joint seals, and railing deficiencies. These six bridges qualify for Preventative Maintenance under the Bridge Preventative Maintenance Program (BPMP) administered by Caltrans.

2.4 Environmental Evaluation Checklist Terminology

The project's potential environmental effects are evaluated in the Environmental Evaluation Checklist presented in Chapter 3.0 of this IS/MND. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the City determines whether the project would involve 1) a Potentially Significant Impact, 2) a Less Than Significant Impact with Mitigation Incorporated, 3) a Less Than Significant Impact, or 4) No Impact.

- A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e., that the environmental effect may be significant, and mitigation measures have not been defined that would reduce the impact to a less than significant level. If there is a Potentially Significant Impact entry in the Initial Study, then an EIR is required.
- An environmental effect that is Less Than Significant with Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a level that is less than significant with the application of mitigation measures.
- A Less Than Significant Impact occurs when the project would involve effects on a particular resource, but the project would not involve a substantial adverse change to the physical environment, and no mitigation measures are required.
- A determination of No Impact is self-explanatory.

This IS/MND identifies several potentially significant environmental effects related to the project. Some effects are "mitigated" by existing provisions of law and standards of practice related to environmental protection. Such provisions are considered in the environmental impact analysis, and the degree to which they would reduce potential environmental effects is discussed. Additional mitigation measures are specifically identified in this document where needed to reduce potential environmental effects to a less-than-significant level.

2.5 Summary of Environmental Effects and Mitigation Measures

Table 1 summarizes the results of the Environmental Evaluation Checklist and associated narrative discussion in Chapter 5.0 of this IS/MND. The potential environmental impacts of the proposed project are listed in the left-most column of this table. The level of significance of each impact is indicated in the

second column. Mitigation measures proposed to avoid or minimize the impacts are shown in the third column, and the significance of the impact after mitigation measures are applied is shown in the fourth column. The biological mitigation measures were developed through consultation with U.S. Fish and Wildlife Service and National Marine Fisheries Service. As previously noted, all potentially significant environmental effects identified in the IS/MND would be avoided or reduced to a level that would be less than significant with recommended mitigation measures. For all other issues, the project would have no impact or would have impacts that are less than significant.

Table 1. Summary of Environmental Impacts and Mitigation Measures

Resource Topic	Significance Before Mitigation Measures		Significance After Mitigation Measures
	Significance Before Mitigation Measures	Mitigation Measures	
<u>Aesthetics</u>			
Scenic vistas	LTS	None Required	--
Scenic resources	NI	None Required	--
Degrade visual character	LTS	None Required	--
New source of light or glare	NI	None Required	--
<u>Agricultural and Forestry Resources</u>			
Convert farmland	NI	None Required	--
Williamson Act	NI	None Required	--
Rezone of Forest land	NI	None Required	--
Loss of Forest land	NI	None Required	--
<u>Air Quality</u>			
Air quality plan conflict	NI	None Required	--
Air quality standard violations	LTS	None Required	--
Increase in criteria pollutant	NI	None Required	--
Sensitive receptors	LTS	None Required	--
Objectionable odors	LTS	None Required	--
<u>Biological Resources</u>			
Special-status species	PS	<p><i>Mitigation Measure BIO-1 (Saline clover, Delta Mudwort, and Slough Thistle)</i></p> <ul style="list-style-type: none"> • A focused botanical survey will be conducted for saline clover, Delta mudwort, and slough thistle 	LTS

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<p><i>during the evident and identifiable blooming period at the Pershing Avenue, West Lane, and Turnpike Road project sites.</i></p> <ul style="list-style-type: none"> • <i>If saline clover, Delta mudwort, or slough thistle are not observed, no further action is needed.</i> • <i>If saline clover, Delta mudwort, or slough thistle are identified, they will be included in an ESA. The ESA non-disturbance buffer will be determined by a qualified botanist. The plant(s) will be clearly delineated using high visibility orange fencing. The ESA fencing will remain in place throughout the duration of the proposed action, while construction activities are ongoing, and will be regularly inspected and fully maintained at all times. The ESA fencing will be stalled prior to initial clearing of vegetation. Vehicles will not be allowed to park in, nor will equipment be stored in the ESA. No storage of oil, gasoline, or other substances will be permitted in the ESA. No vegetation removal or ground disturbing activities will be permitted in the ESA.</i> • <i>If rare plant populations cannot be protected in place, the City will prepare a transplantation/propagation plan for the relocation of the rare plant(s). Rare plant relocation will occur in a</i> 	

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<p><i>suitable area of the Project area or other suitable location determined by the City. The transplantation/ propagation plan will be sent to CDFW.</i></p> <p><i>Mitigation Measure BIO-2 (Listed Fish)</i></p> <ul style="list-style-type: none"> • <i>A qualified biologist will train project staff on-site regarding habitat sensitivity, identification of listed fish species, and required practices before the start of construction. The training shall include the general measures that are being implemented to conserve listed fish species as they relate to the project, penalties for noncompliance, and boundaries of the construction area. A fact sheet or other supporting materials containing this information will be prepared and distributed. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.</i> • <i>To ensure compliance with the Project's avoidance and minimization measures, a City-appointed inspector will be on-site whenever in-water work occurs. The construction inspector will make recommendations to the construction personnel, as needed, to comply with all project</i> 	

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<p><i>implementation restrictions and guidelines. The construction inspector will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources. A qualified biologist will be available during the construction period to assist the construction inspector if any special-status species are found and to answer questions and make recommendations regarding implementation of avoidance and minimization measures.</i></p> <ul style="list-style-type: none"> • <i>The qualified biologist will be present during installation and removal of the diversion structure and dewatering activities. If listed fish species are observed, in-water work will be halted until they move out of the active work zone. If they remain in the construction zone for an extended period, NMFS or USFWS will be contacted for further guidance.</i> • <i>In-water work will be avoided at night to the maximum extent possible.</i> • <i>The temporary diversion structure will be designed so that fish passage is maintained up and down stream of the Project site. The diversion will not create an impassible barrier.</i> 	

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<p><i>The diversion would allow flows to pass through the existing channel under the bridge while maintaining water quality. An open channel diversion will be used during construction to minimize impacts to listed fish species. The contractor will prepare a creek diversion and dewatering plan that complies with any applicable permit conditions.</i></p> <ul style="list-style-type: none"> • <i>If temporary diversion structures are constructed with natural materials (i.e., gravel), the material will be composed of washed, rounded, spawning-sized gravel between 0.4 to 4 inches in diameter. If gravel is left in place after the diversion is removed, it shall be manually spread out using hand tools, if necessary, to ensure adequate fish passage for all life stages.</i> • <i>If pumps are used to temporarily divert a stream to facilitate construction, an acceptable fish screen must be used to prevent entrainment or impingement of small fish. Potential contact between fish and pump will be minimized and/or avoided by constructing an open basin prior to commencing dewatering.</i> <p><i>Mitigation Measure BIO-3 (Western Pond Turtle)</i></p>	

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<ul style="list-style-type: none"> • <i>A qualified biologist shall conduct a preconstruction survey for WPT within 48 hours prior to the onset of vegetation removal or ground disturbance at the West Lane bridge site in the Project area.</i> • <i>If WPT are found, construction activities with potential to harm the individual(s) will stop and a qualified biologist will be notified. Construction will resume when the biologist has either relocated the WPT out of the construction zone to nearby suitable habitat, or, after thorough inspection, determined that the WPT has moved away from the construction zone.</i> • <i>Environmental awareness training will be conducted by a qualified biologist prior to the onset of project work for construction personnel to brief them on how to recognize WPT. Construction personnel will be informed that if a WPT is encountered in the work area, construction should stop and a qualified biologist be notified. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that</i> 	

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<p><i>they attended the training and understand all the conservation and protection measures.</i></p> <p><i>Mitigation Measure BIO-4 (MBTA)</i></p> <p><i>Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. Nesting or attempted nesting by migratory birds and birds-of-prey is anticipated from 1 February to 30 September.</i></p> <p><i>Swallows and Other Bridge Nesters</i></p> <p><i>In California, bridge-nesting swallows typically arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Black phoebes, another bridge-nesting species, nest from March to August with peak activity in May. Measures should be taken to prevent establishment of nests on the bridges, culverts, headwalls, and other suitable structures prior to construction. Effective techniques to prevent nest establishment include using exclusion devices and removing and disposing of partially constructed and unoccupied nests of migratory or nongame birds on a regular basis to prevent their occupation. This can be done by:</i></p>	

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<ul style="list-style-type: none"> • <i>On a weekly or more frequent basis, remove all partially completed nests using either hand tools or high-pressure water; and/or</i> • <i>Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until project construction begins.</i> <p><i>Birds of Prey and Birds Protected by the Migratory Bird Treaty Act</i></p> <ul style="list-style-type: none"> • <i>If construction begins outside the 1 February to 30 September breeding season, there will be no need to conduct a preconstruction survey for active nests.</i> • <i>If applicable, trees scheduled for removal should be removed during the non-breeding season from 1 October to 31 January.</i> • <i>If construction is scheduled to begin between 1 February and 30 September, a biologist shall conduct a survey for active bird of prey nests within 500 ft and active MTBA bird nests within 100 ft of the Project area from publicly accessible areas within one week prior to construction. The measures listed below shall be implemented based on the survey results.</i> <p><i>No Active Nests Found:</i></p>	

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
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- *If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary.*

Active Nests Found:

- *If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities or an injured or killed bird is found, immediately:*
 - *Stop all work within a 100-ft radius of the discovery*
 - *Notify the Engineer*
 - *Do not resume work within the specified radius of the discovery until authorized.*

Bird Species Protection Areas

<i>Identification</i>	<i>Location</i>
<i>Bird of Prey</i>	<i>500 ft no-disturbance buffer</i>
<i>MBTA protected bird (not bird of prey)</i>	<i>100 ft no-disturbance buffer</i>

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<ul style="list-style-type: none"> • <i>Activity in the ESA will be restricted as follows:</i> <ul style="list-style-type: none"> ○ <i>Do not enter the ESA unless authorized</i> ○ <i>If the ESA is breached, immediately:</i> <ul style="list-style-type: none"> ▪ <i>Secure the area and stop all operations within 60 ft of the ESA boundary</i> ▪ <i>Notify the Engineer</i> ○ <i>If the ESA is damaged, the City determines what efforts are necessary to remedy the damage and who performs the remedy.</i> • <i>No construction activity will be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.</i> • <i>The size of an ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of ESA size depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific factors.</i> 	

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
Sensitive natural communities	LTS	None Required	--
Wetlands	LTS with Mitigation	<p data-bbox="1024 818 1549 889">Mitigation Measure BIO-5 (Waters and California Central Valley steelhead)</p> <ul data-bbox="947 911 1619 1399" style="list-style-type: none"> <li data-bbox="947 293 1619 521">• <i>Between 1 February and 30 September, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.</i> <li data-bbox="947 553 1619 740">• <i>If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.</i> <li data-bbox="947 911 1619 1219">• <i>During construction, water quality will be protected by implementation of BMPs consistent with the City's 'Stormwater Program Best Management Practices for all Construction Sites and the most recent Caltrans Stormwater Quality Handbooks to minimize the potential for siltation and downstream sedimentation of aquatic habitats.</i> <li data-bbox="947 1252 1619 1399">• <i>At bridges crossing Mormon Slough, in-water construction activities will be restricted to the period between 15 April and the first qualifying rain event on or after 15 October (more than</i> 	LTS

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<p><i>one half inch of precipitation in a 24-hour period), subject to the Streambed Alteration Agreement and consultation with NMFS and USFWS, unless CDFW, NMFS and/or USFWS provide approval of work outside that period. In-water work may be restricted further to work windows determined by the CVFPB. At West Lane bridge over the Calaveras River, in-water construction activities will be restricted to the period between 1 June and the first qualifying rain event on or after 30 September to avoid take of outmigrating juvenile CCV steelhead.</i></p> <ul style="list-style-type: none"> • <i>The temporary stream crossing of Mormon Slough at the Diamond Street Bridge will be required to implement NS-4 “Temporary Stream Crossing” from the Caltrans (2003) Storm Water Quality Handbooks: Construction Site Best Management Practice Manual to minimize water quality impacts to Mormon Slough.</i> • <i>Equipment will be refueled and serviced at designated construction staging areas. All construction material will be stored and contained in a designated area that is located away from channel areas to prevent transport of materials into adjacent waterways. Appropriate BMPs will be installed to collect any discharge, and adequate materials for spill cleanup will be</i> 	

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<p><i>kept on site. Construction vehicles and equipment will be maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.</i></p>	
		<ul style="list-style-type: none"> <i>The City will mitigate at a minimum 1:1 ratio for impacts to wetlands and waters of the State in accordance with the State of California's no-net-loss of wetlands policy and minimum mitigation ratio for impacts to wetlands and waters of the State. The City will comply with any compensatory mitigation requirement of a Clean Water Act Section 404 permit, Section 401 Water Quality Certification or CDFW Streambed Alteration Agreement as applicable.</i> 	
Wildlife movement & migration	LTS	None Required	--
Local policies and ordinances	NI	None Required	--
Habitat conservation plan	LTS	None Required	--
<u>Cultural Resources</u>			
Historical resources	NI	None Required	--
Archaeological resources	PS	<p><i>Mitigation Measure CULT-1 (Unanticipated Discoveries)</i></p>	LTS
		<ul style="list-style-type: none"> <i>If any subsurface cultural or paleontological resources are encountered during project construction, all activities shall be halted at the site of the encounter until a qualified</i> 	

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<i>archaeologist or paleontologist, as appropriate, can examine these materials, determine their significance and, if significant, recommend mitigation measures that would reduce potential effects to a level that is less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The project applicant shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report, consistent with the requirements of the CEQA Guidelines.</i>	
Paleontological resources	PS	Mitigation Measure CULT-1 above	LTS
Human remains	LTS	None Required	--
<u>Tribal Cultural Resources</u>			
Substantial adverse change in the significance of a tribal cultural resource	NI	None Required	--
Listed or eligible for listing in the California Register of Historical Resources	NI	None Required	--
resource determined by the lead agency	NI	None Required	--
<u>Energy</u>			

Resource Topic	Significance Before Mitigation		Significance After Mitigation
	Measures	Mitigation Measures	
Wasteful, inefficient, or unnecessary consumption	LTS	None Required	--
Conflict with plan	LTS	None Required	--
<u>Geology and Soils</u>			
Fault Rupture Hazards	LTS	None Required	--
Seismic Ground Shaking	LTS	None Required	--
Other Seismic Hazards	LTS	None Required	--
Landslides	NI	None Required	--
Soil Erosion	LTS	None Required	--
Geologic Instability	NI	None Required	--
Expansive Soils	LTS	None Required	--
Adequacy of Soils for Wastewater Disposal	NI	None Required	--
<u>Greenhouse Gas Emissions</u>			
Greenhouse gas emissions	LTS	None Required	--
Greenhouse gas plan conflict	LTS	None Required	--
<u>Hazards and Hazardous Materials</u>			
Use, transport or disposal	LTS	None Required	--
Accidental release	PS	<p><i>Mitigation Measure HAZ-1 (Testing and Remediation)</i></p> <ul style="list-style-type: none"> <i>Project specifications/ contract provisions will require preconstruction testing and remediation of potential recognized environmental concerns</i> 	LTS

Resource Topic	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
Release within 0.25 mile of school Cortese List	LTS NI	None Required None Required	-- --

*(REC) in accordance with the most recent applicable Caltrans Standard Specifications. REC's identified at the **West Lane** bridge over Calaveras River, **Pershing Avenue** bridge over the Calaveras River, **Aurora Street** bridge over Mormon Slough, **Aurora Street** bridge over Mormon Slough, **Santa Paula Way** bridge over Mosher Slough, and **Turnpike Road** bridge over Walker Slough include ADL, ash/burned debris, regulated/ non-regulated wastes, and pavement striping.*

- In addition to the REC's identified above a REC for apparent used oil dumping was identified at the **Aurora Street** site. Project specifications/ contract provisions will require preconstruction testing and remediation of potential used oil dumping REC in accordance with the most recent applicable Caltrans Standard Specifications, as applicable.*
- Handling, storage, use, and disposal of hazardous materials during construction will comply with all applicable local, state, and federal standards.*

Resource Topic	Significance Before Mitigation		Significance After Mitigation
	Measures	Mitigation Measures	
Airport	NI	None Required	--
Airstrip	NI	None Required	--
Emergency response plan	LTS	None Required	--
Wildland fire	NI	None Required	--
<u>Hydrology/Water Quality</u>			
Water quality standard violations	LTS	None Required	--
Groundwater	NI	None Required	--
Alter drainage and result in erosion	LTS	None Required	--
Alter drainage and result in flooding	LTS	None Required	--
Exceed the capacity of existing	LTS	None Required	--
Degrade water quality	NI	None Required	--
Housing within a 100-year flood hazard area	NI	None Required	--
Structure within a 100-year flood hazard area	NI	None Required	--
Impede flood flows	NI	None Required	--
Exposure to flooding	NI	None Required	--
<u>Land Use, Planning, Population, and Housing</u>			
Divide a community	NI	None Required	--
Conflict with land use plan	NI	None Required	--

Resource Topic	Significance Before Mitigation		Significance After Mitigation
	Measures	Mitigation Measures	
Conflict with HCP or NCCP	NI	None Required	--
<u>Mineral Resources</u>			
Loss of availability of a known of locally important mineral resource or mineral resource recovery site	NI	None Required	--
<u>Noise and Vibration</u>			
Noise standards	LTS	None Required	--
Groundborne vibration/noise	LTS	None Required	--
Permanent increase	LTS	None Required	--
Temporary increase	LTS	None Required	--
Airport land use plan	NI	None Required	--
Private airstrip	NI	None Required	--
<u>Population and Housing</u>			
Induce population growth	LTS	None Required	--
Displace housing	NI	None Required	--
Displace people	NI	None Required	--
<u>Public Services</u>			
New/expanded facilities	NI	None Required	--
<u>Recreation</u>			
Increase use of existing parks	NI	None Required	--
Include recreational facilities	NI	None Required	--

Resource Topic	Significance Before Mitigation		Significance After Mitigation
	Measures	Mitigation Measures	
<u>Transportation/Traffic</u>			
Increase traffic	NI	None Required	--
Exceed LOS	NI	None Required	--
Change air traffic	NI	None Required	--
Design hazards	NI	None Required	--
Emergency access	LTS	None Required	--
Inadequate parking	LTS	None Required	--
Alternative modes	PS	<p><i>Mitigation Measure TRANS-1 (Calaveras River Bike Path, pedestrian/ bicycle trail)</i></p> <ul style="list-style-type: none"> <i>Where construction results in temporary closures of sidewalks and other pedestrian facilities, the City shall provide temporary pedestrian access, through detours or safe areas along the construction zone. Where construction activity results in bike route or bike path closures, appropriate detours shall be defined. Signs shall be placed along the closed bike path a minimum of 7 days prior to bike path closure notifying bicyclists of the proposed construction activities and duration of bike path closure. Notifications posted along the bike path shall include the locations of detours and alternate routes to avoid conflicts with the construction area.</i> 	LTS
<u>Utilities and Service Systems</u>			

Resource Topic	Significance Before Mitigation		Significance After Mitigation
	Measures	Mitigation Measures	
Exceed wastewater treatment	NI	None Required	
New water or wastewater treatment facilities	NI	None Required	
New storm water drainage facilities	NI	None Required	
Sufficient water supplies	NI	None Required	
Wastewater treatment determination	NI	None Required	
Landfill capacity	NI	None Required	
Regulations related to solid waste	NI	None Required	
<u>Wildfire</u>			
Impair an adopted emergency response plan or emergency evacuation plan	NI	None Required	--
Exacerbate wildfire risks	NI	None Required	--
Installation or maintenance of associated infrastructure	NI	None Required	--
Expose people or structures	NI	None Required	--
<u>Mandatory Findings of Significance</u>			
Findings on Biological and Cultural Resources	PS	See previous listing above	LTS

Resource Topic	Significance Before Mitigation		Significance After Mitigation
	Measures	Mitigation Measures	
Findings on Individually Limited but Cumulatively Considerable Impacts	LS	None Required	--
Findings on Adverse Effects on Human Beings	LS	None Required	--

3. Project Description

The City of Stockton, in cooperation with Caltrans Division of Local Assistance, proposes to use Bridge Preventative Maintenance Program (BPMP) funds from the Federal Highway Administration (FHWA) to conduct preventative maintenance work on six bridges in the City of Stockton.

3.1 Location

The Project occurs within City of Stockton road right of way at six locations within the City, in central San Joaquin County (Figure 1 and Figure 2; Sheets 1-6). The Project occurs on the Lodi South (T2N, R6E, Sections 9 and 16) and Stockton West (Campo de los Franceses Civil Land Grant) U.S. Geographical Survey (USGS) topographic quadrangle (Mt. Diablo Base and Meridian). The Project is located in the San Joaquin Delta Hydrologic Unit (Hydrologic Unit Code 18040003), the Upper Calaveras California Hydrologic Unit (Hydrologic Unit Code 18040011), and the Rock Creek-French Camp Slough Hydrologic Unit (Hydrologic Unit Code 18040051). Elevation at the six sites comprising the BSA ranges from approximately 10 to 25 feet above sea level.

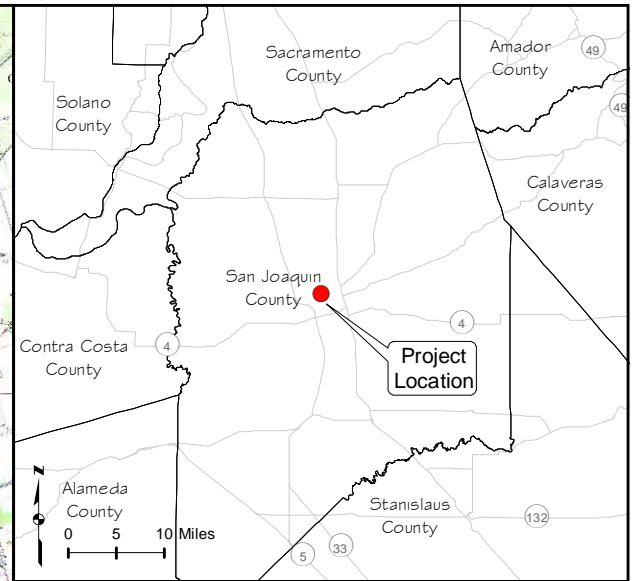
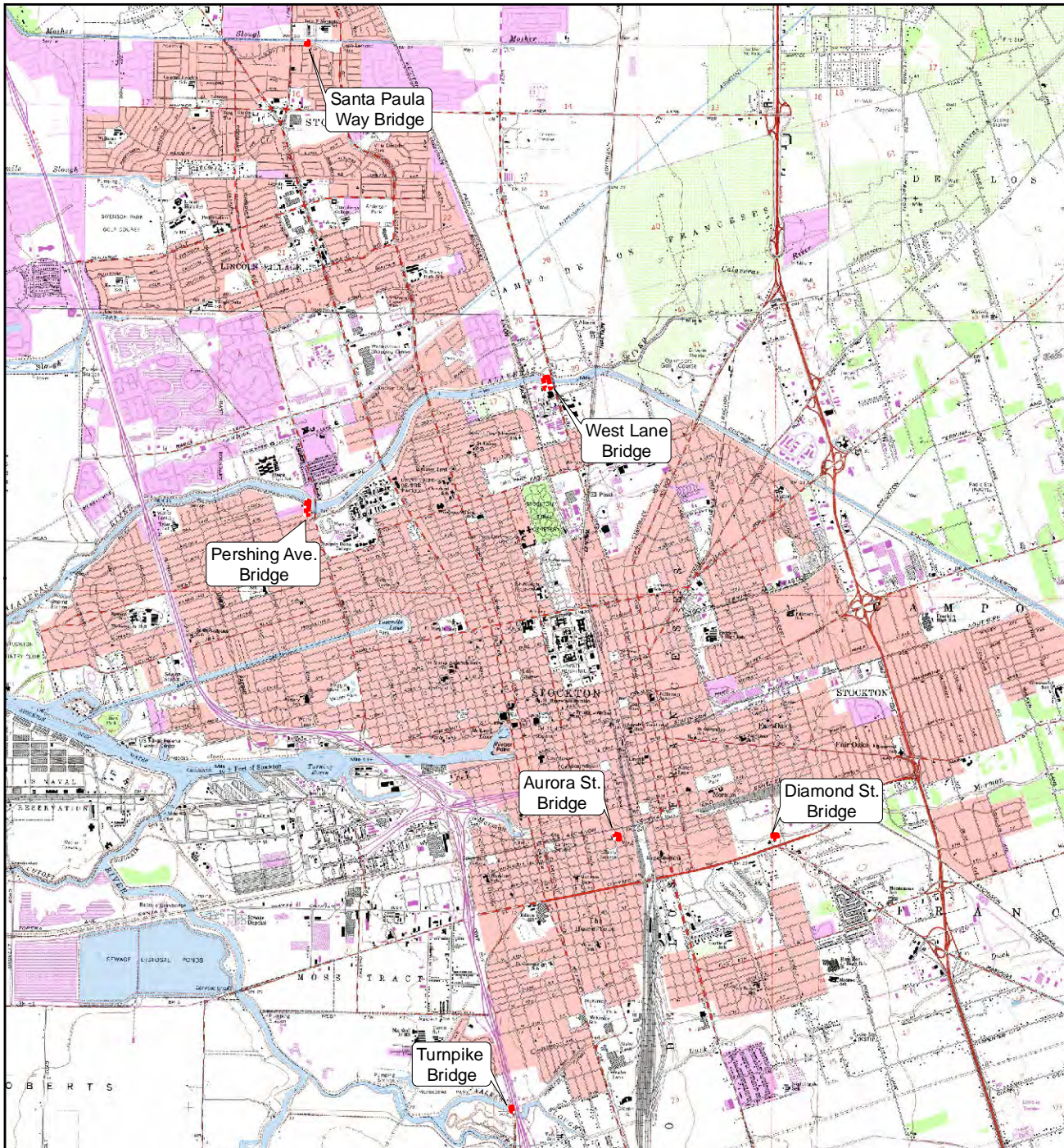
3.1 Project Purpose and Objectives

The purpose of the Project is to preserve the City's road and bridge infrastructure by conducting routine bridge preventative maintenance activities with the objective of eliminating deficiencies including deck cracking, abrasion and scour on the columns, leaking joint seals, and railing deficiencies.

3.2 History

Caltrans prepared Bridge Inspection Reports (BIR's) for each of the six bridges. These reports noted several deficiencies at each bridge, including deck cracking, abrasion and scour on the columns, leaking joint seals, and railing deficiencies. These six bridges qualify for Preventative Maintenance under the Bridge Preventative Maintenance Program (BPMP) administered by Caltrans.

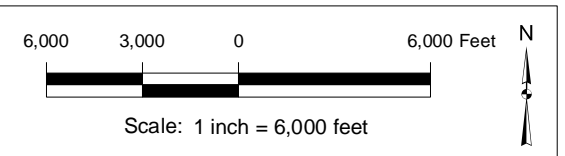
MGE Engineering, the City's design consultant, prepared a Bridge Maintenance Recommendations Report (dated December 2017) to evaluate the six bridges, verify the deficiencies noted in Caltrans' BIR, note additional deficiencies, and recommend repairs.



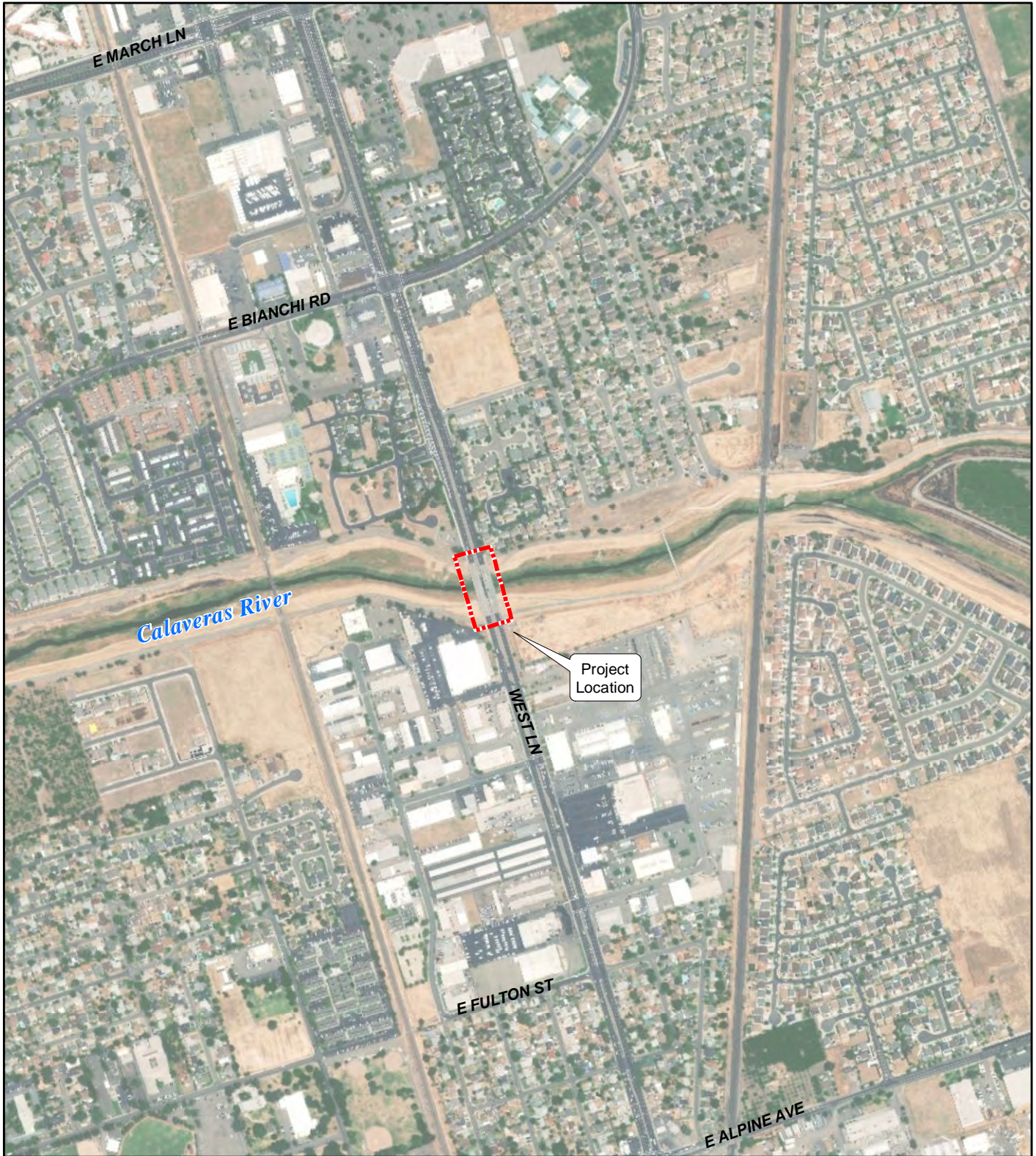
Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 San Joaquin County, CA
 12 February 2019

Figure 1. Location Map

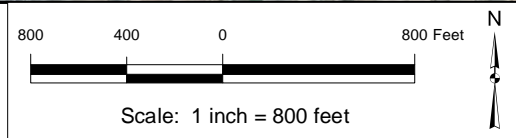
- Project Location
- Bridge Locations



Topo Basemap:
 Lodi South, CA 1976; Waterloo, CA 1978
 Stockton East, 1987; Stockton West, 1987
 USGS 7.5' Quadrangle DRG
 CASIL California Digital Raster Graphics,
 7.5 Minute (C) Series, Albers Nad83 Mosaics (MrSID)
 o_nw0201.sid, o_sw0201.sid



Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 West Lane over Calaveras River (29C0157R/L)
 San Joaquin County, CA
 12 February 2019



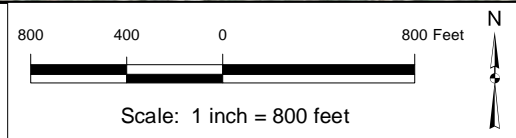
 Biological Study Area (BSA)

Figure 2. Aerial Photograph
 Sheet 1 of 6

Aerial Photograph: 26 August 2016
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer



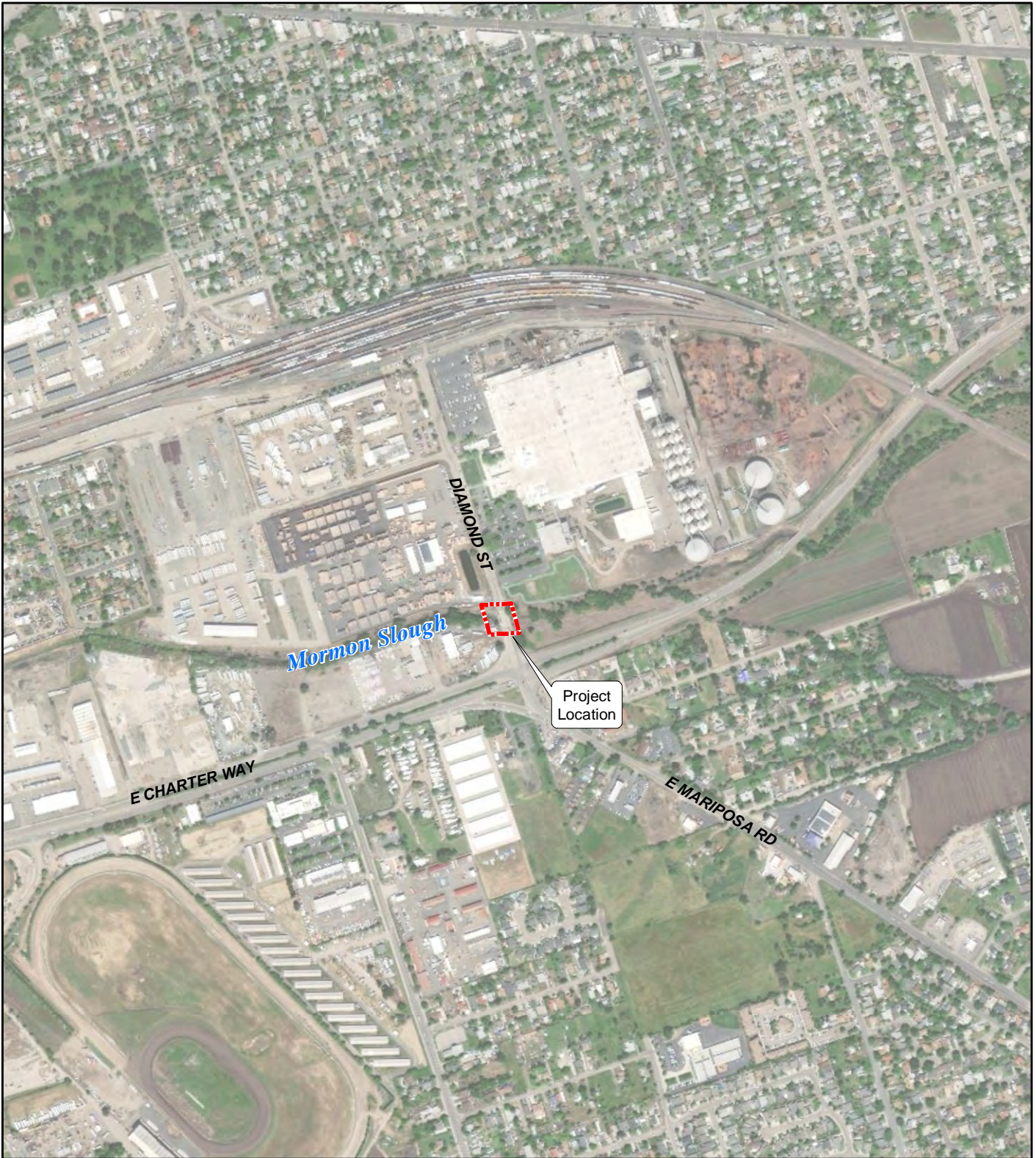
Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 Pershing Avenue over Calaveras River (29CO243)
 San Joaquin County, CA
 12 February 2019



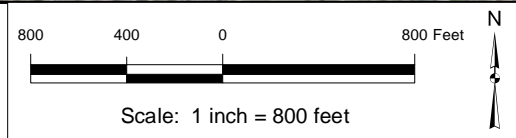
 Biological Study Area (BSA)

Figure 2. Aerial Photograph
 Sheet 2 of 6

Aerial Photograph: 26 August 2016
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer



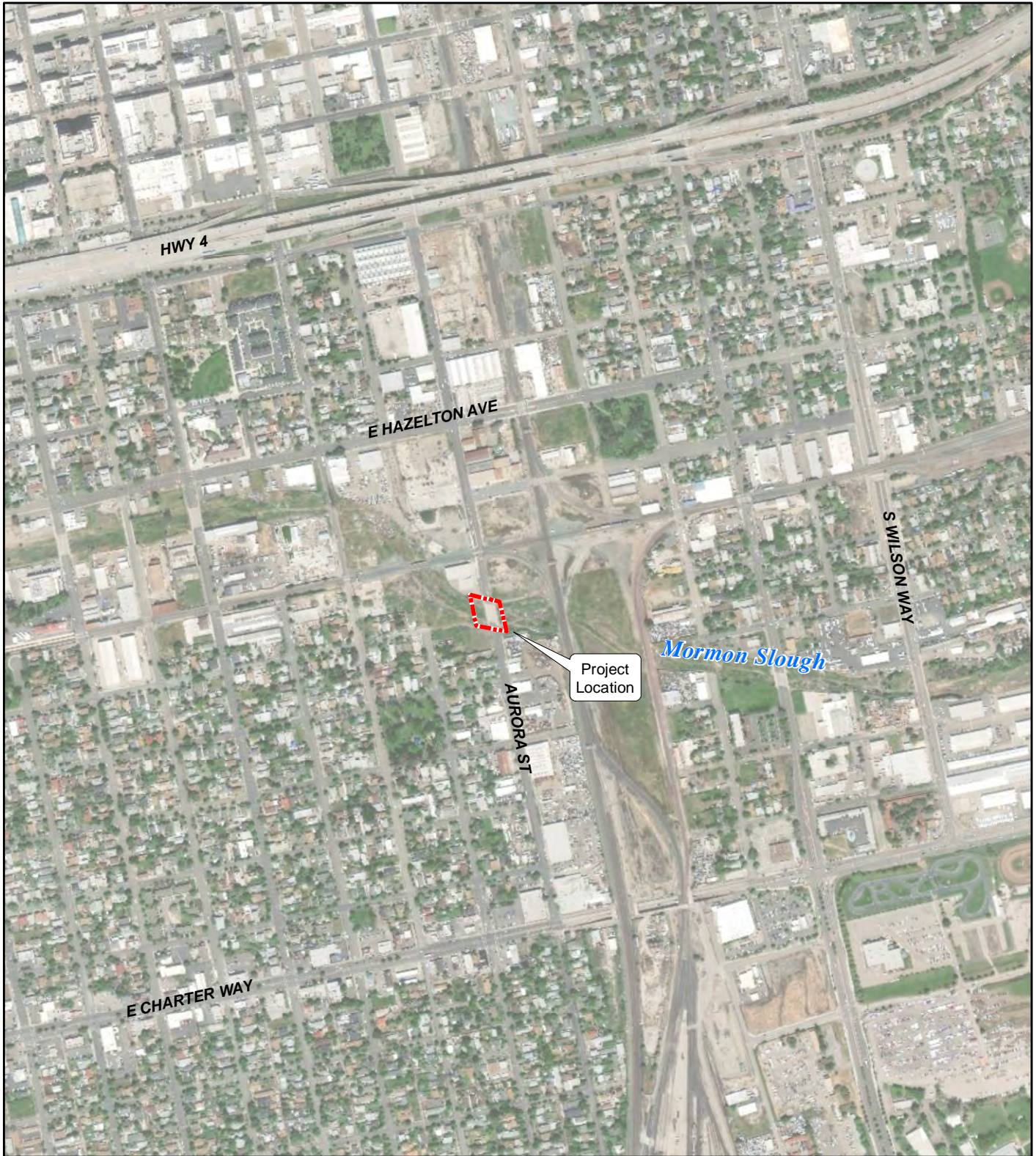
Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 Diamond Street over Mormon Slough (29C0238)
 San Joaquin County, CA
 12 February 2019



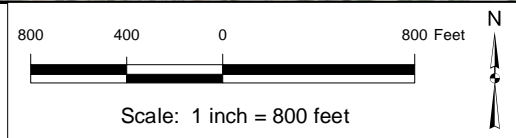
 Biological Study Area (BSA)

Figure 2. Aerial Photograph
 Sheet 3 of 6

Aerial Photograph: 26 August 2016
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer



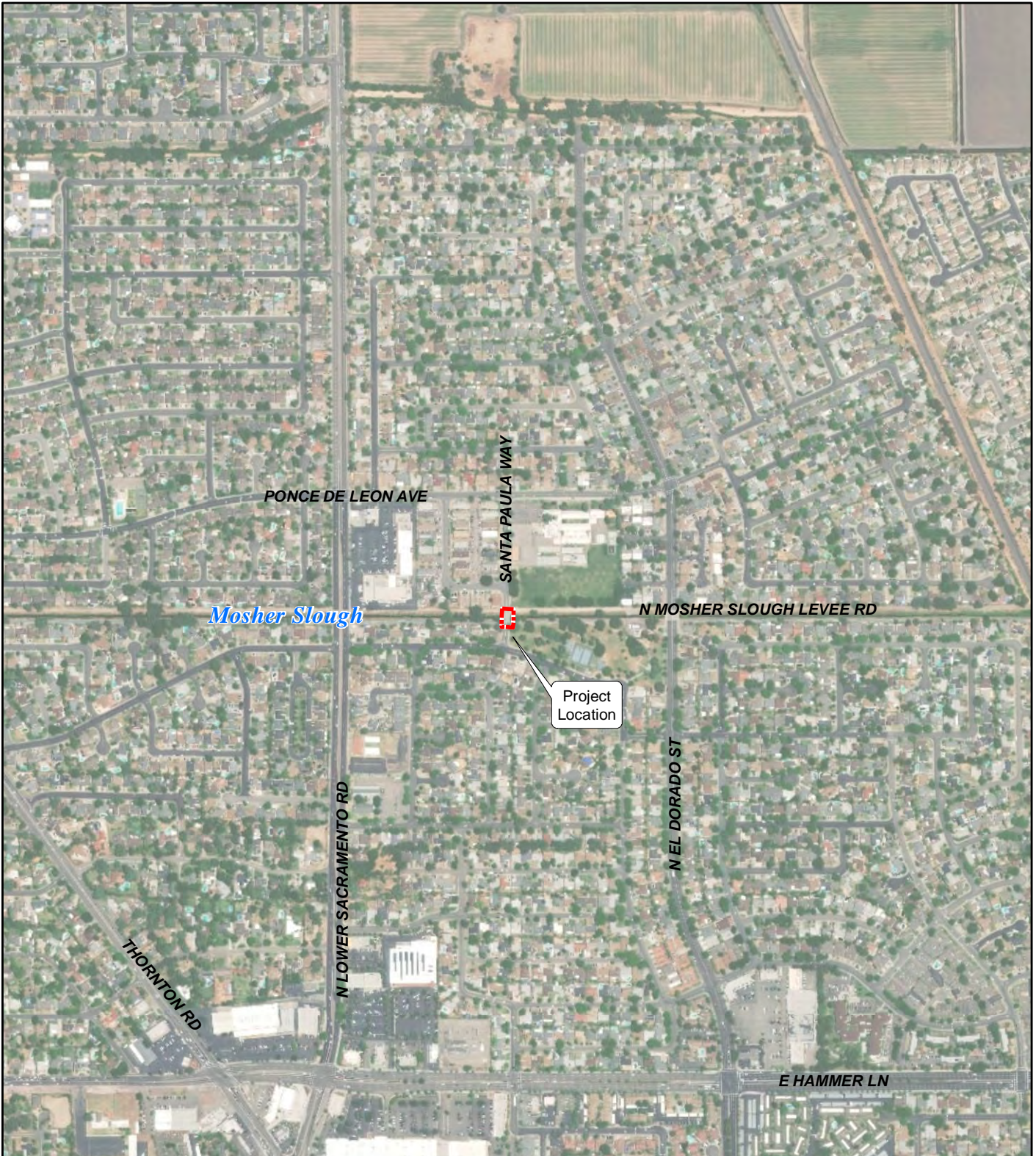
Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 Aurora Street over Mormon Slough (29C0235)
 San Joaquin County, CA
 12 February 2019



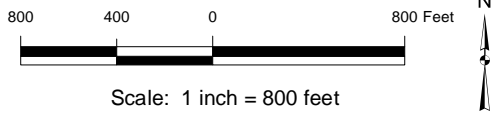
 Biological Study Area (BSA)

Figure 2. Aerial Photograph
 Sheet 4 of 6

Aerial Photograph: 26 August 2016
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer



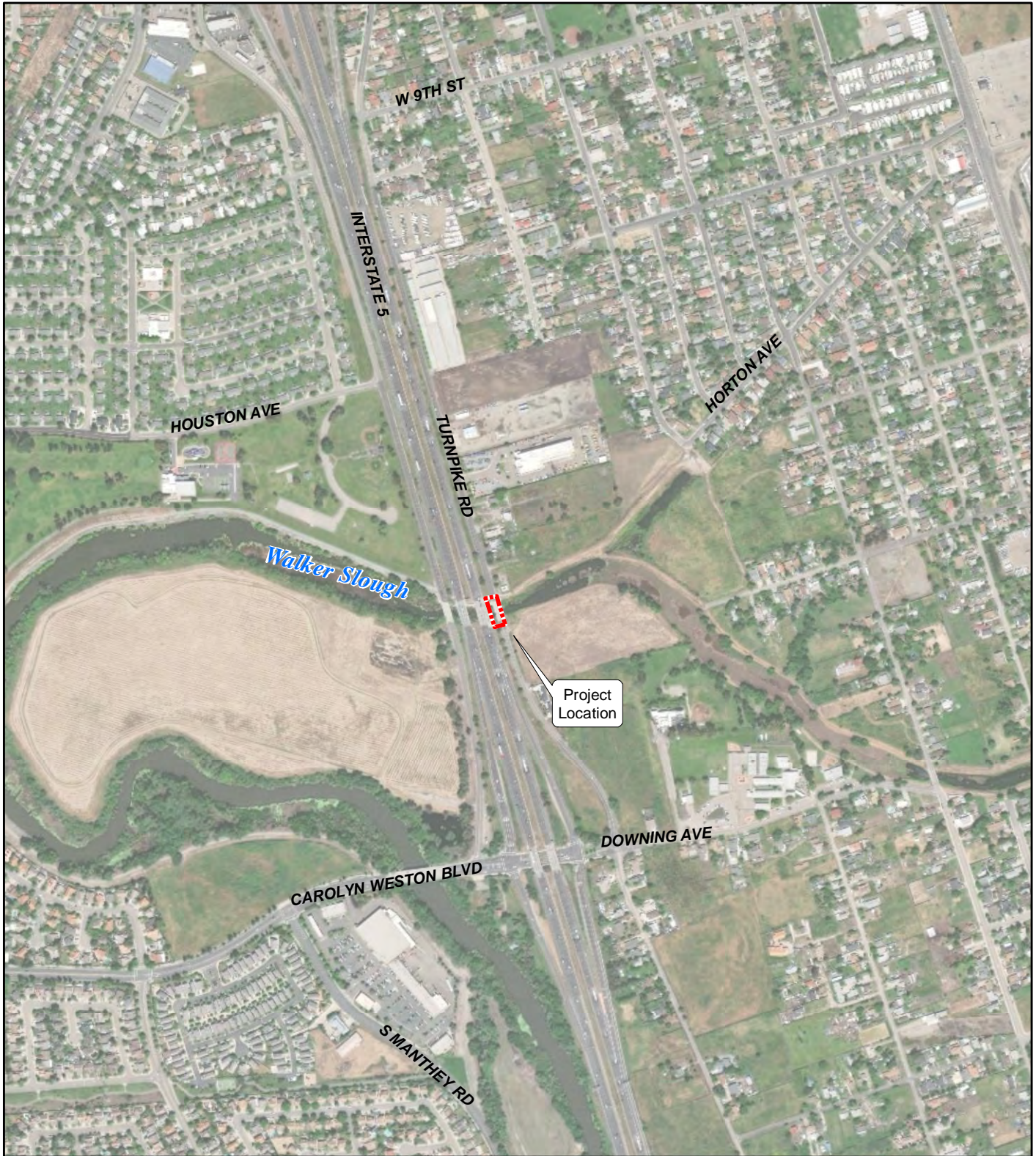
Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 Santa Paula Way over Mosher Slough (29C0240)
 San Joaquin County, CA
 12 February 2019



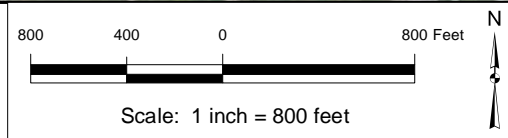
 Biological Study Area (BSA)

Figure 2. Aerial Photograph
 Sheet 5 of 6

Aerial Photograph: 3 July 2017
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer



Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 Turnpike Road over Walker Slough (29C0399)
 San Joaquin County, CA
 12 February 2019



 Biological Study Area (BSA)

Figure 2. Aerial Photograph
 Sheet 6 of 6

Aerial Photograph: 26 August 2016
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer

3.3 Project Description

Based on the recommendation in the Bridge Maintenance Recommendations Report (MGE 2017) the following bridge preventative maintenance activities are proposed. Figure 3 (Sheets 1-6) shows proposed bridge repairs and the project footprint, including temporary and permanent impacts at each of the six Project sites.

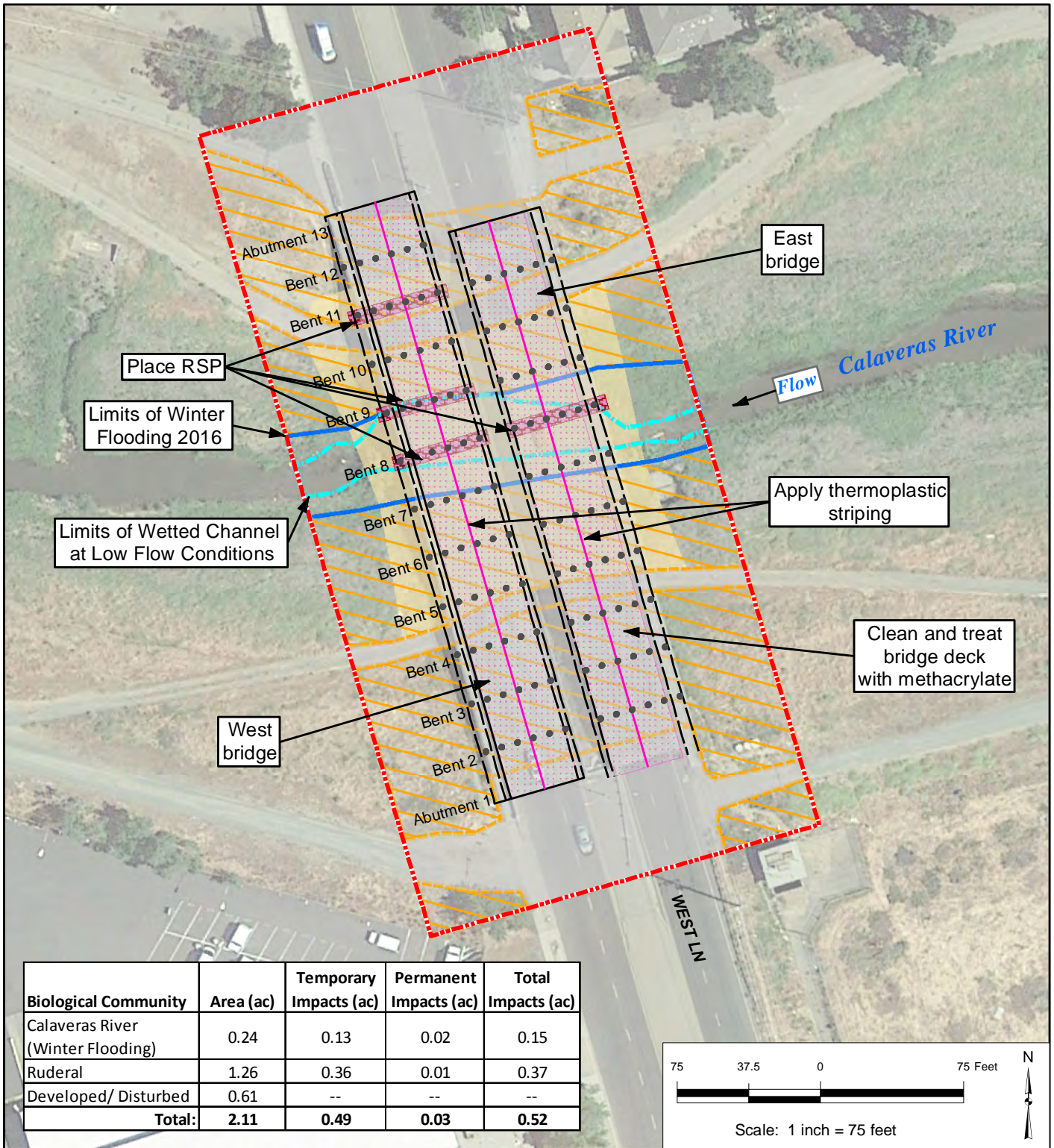
3.3.1 West Lane over Calaveras River (29C0157R/L) Bridge Rehabilitation

The West Lane Bridge consists of two parallel structures that carry opposite directions of traffic. The west bridge carries southbound traffic. The west bridge is a continuous 12-span reinforced concrete slab supported on concrete pile extension bents and diaphragm type abutments supported on concrete piles. The east bridge carries northbound traffic. The east bridge is a continuous 11-span reinforced concrete slab supported on concrete pile extension bent and diaphragm type abutments supported on concrete piles. Both bridges were constructed in 1966.

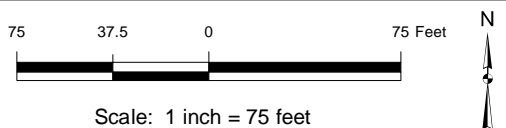
Deficiencies in the west bridge include deck cracking throughout the bridge deck, sidewalk spalling near both abutments on the west side, and pile shell exposure at Bents 8, 9, and 11. The City proposes to clean and treat the bridge deck with methacrylate, repair sidewalk spalling, and install scour countermeasures at Bents 8, 9, and 11. The installation of scour protection will require excavations of up to 3.5 feet below grade. RSP will be placed to fill the excavation. The scour protection will reestablish the existing grade of the channel. The scour protection will not change the channel hydraulic capacity.

Deficiencies in the east bridge include deck cracking throughout the bridge deck, minor erosion at Abutment 12, pile shell exposure at Bent 8, and minor pile shell exposure at Bents 10 and 11. The City proposes to treat the bridge deck with methacrylate and construct scour countermeasures at Bent 8. The installation of scour protection will require excavations of up to 3.5 feet below grade. RSP will be placed to fill the excavation. The scour protection will reestablish the existing grade of the channel. The scour protection will not change the channel hydraulic capacity. Construction will require temporary traffic closures. Project staging will occur along the road.

Scour countermeasures for both bridges include placing RSP at the base of the columns. The RSP will be approximately 3.5 feet deep and extend approximately 3 feet beyond the edge of each column, and 5 feet beyond the outermost columns. Bents 8 and 9 are located in the high flow channel of the Calaveras River (see Figure 3; Sheet 1). RSP installation at Bents 8 and 9 may require construction equipment to access the Calaveras River bed and may require partial diversion of the river. The diversion would allow flows to pass through the existing channel under the bridge. Diversion methods may include the use of water pillows, rock, sandbags, pipes or coffer dams, or other structural methods approved by the Project Engineer and CDFW.



Biological Community	Area (ac)	Temporary Impacts (ac)	Permanent Impacts (ac)	Total Impacts (ac)
Calaveras River (Winter Flooding)	0.24	0.13	0.02	0.15
Ruderal	1.26	0.36	0.01	0.37
Developed/ Disturbed	0.61	--	--	--
Total:	2.11	0.49	0.03	0.52

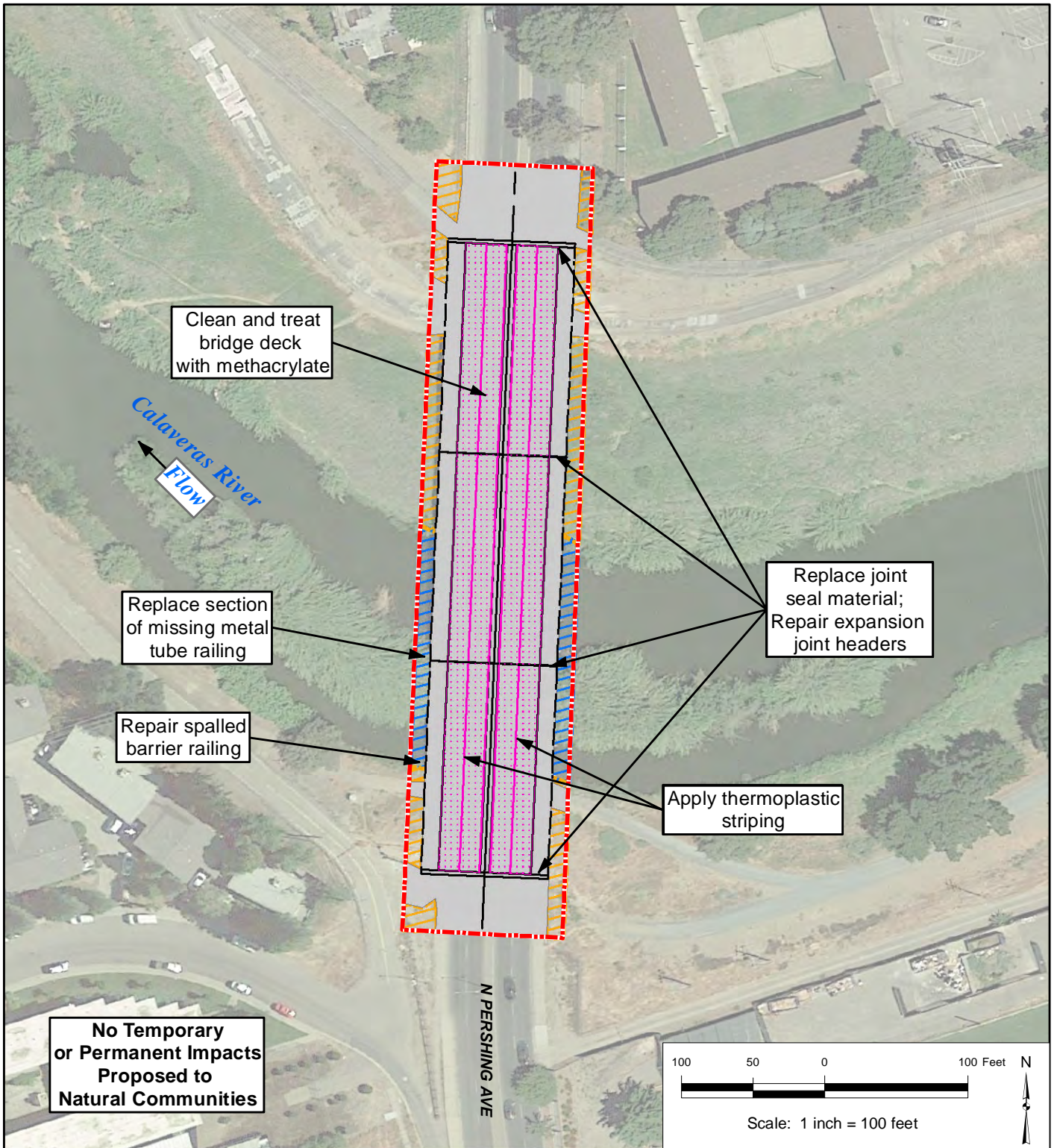


Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 West Lane over
 Calaveras River (29CO157R/L)
 San Joaquin County, CA
 12 February 2019

- Biological Study Area (BSA)
- Existing Road
- Existing Railing
- Apply Thermoplastic Striping
- Proposed methacrylate treatment limits
- Proposed RSP
- Permanent Impact
- Temporary Impact
- Disturbed/ Developed
- Calaveras River (Low Flow Conditions)
- Calaveras River (Winter Flooding 2016)
- Ruderal

Figure 3. Project Map
 Sheet 1 of 6

Aerial Photograph: 14 March 2016
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer



Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 Pershing Avenue over
 Calaveras River (29C0243)
 San Joaquin County, CA
 12 February 2019









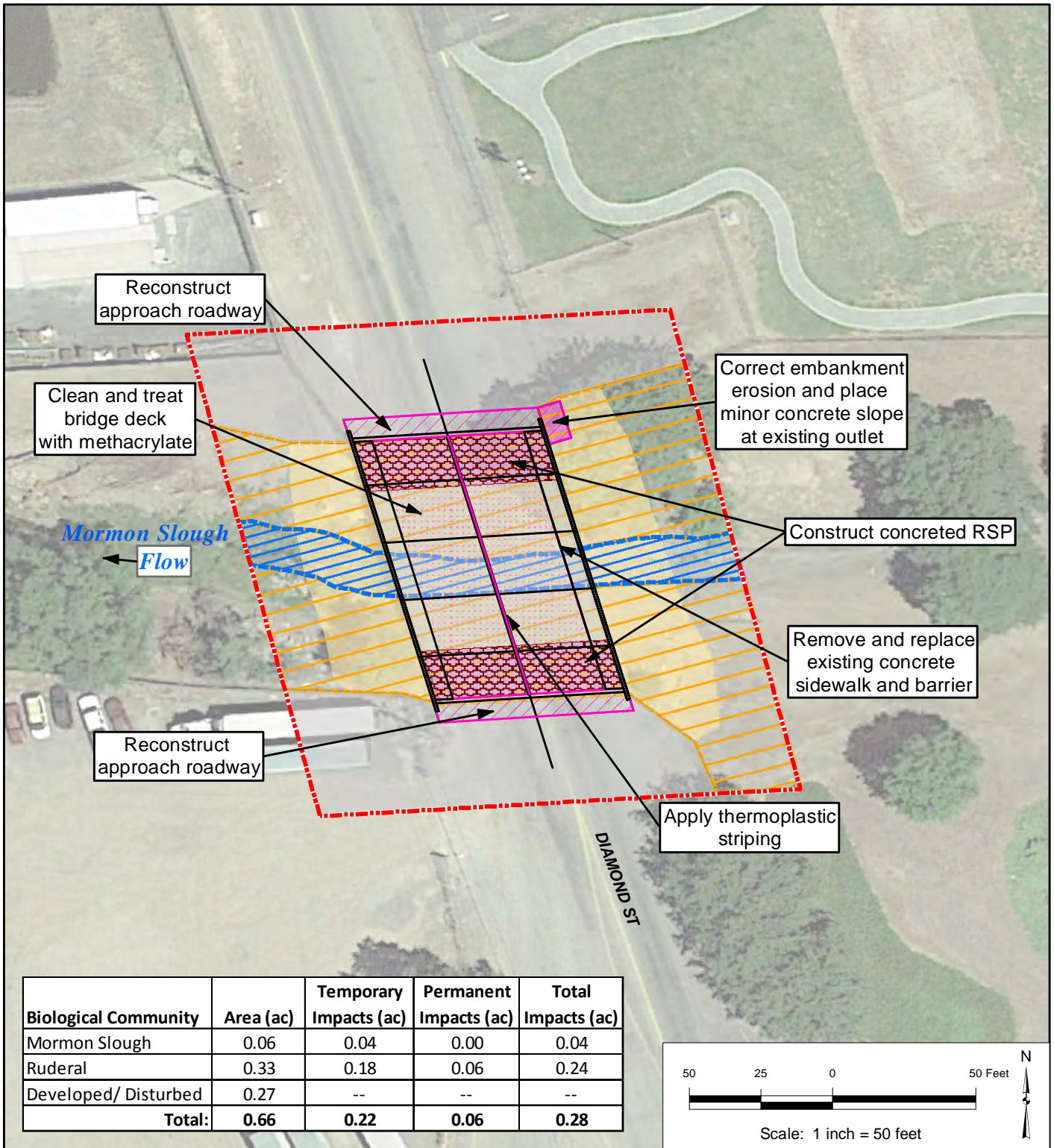
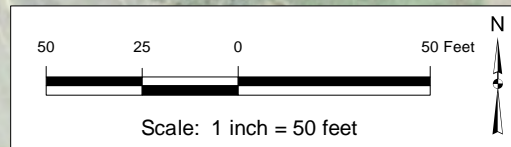
-  Biological Study Area (BSA)
-  Proposed Methacrylate Treatment Limits
-  Existing Road
-  Existing Rails
-  Apply Thermoplastic Striping
-  Calaveras River
-  Disturbed/ Developed
-  Ruderal

Figure 3. Project Map
 Sheet 2 of 6

Aerial Photograph: 17 May 2017
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer



Biological Community	Area (ac)	Temporary Impacts (ac)	Permanent Impacts (ac)	Total Impacts (ac)
Mormon Slough	0.06	0.04	0.00	0.04
Ruderal	0.33	0.18	0.06	0.24
Developed/ Disturbed	0.27	--	--	--
Total:	0.66	0.22	0.06	0.28

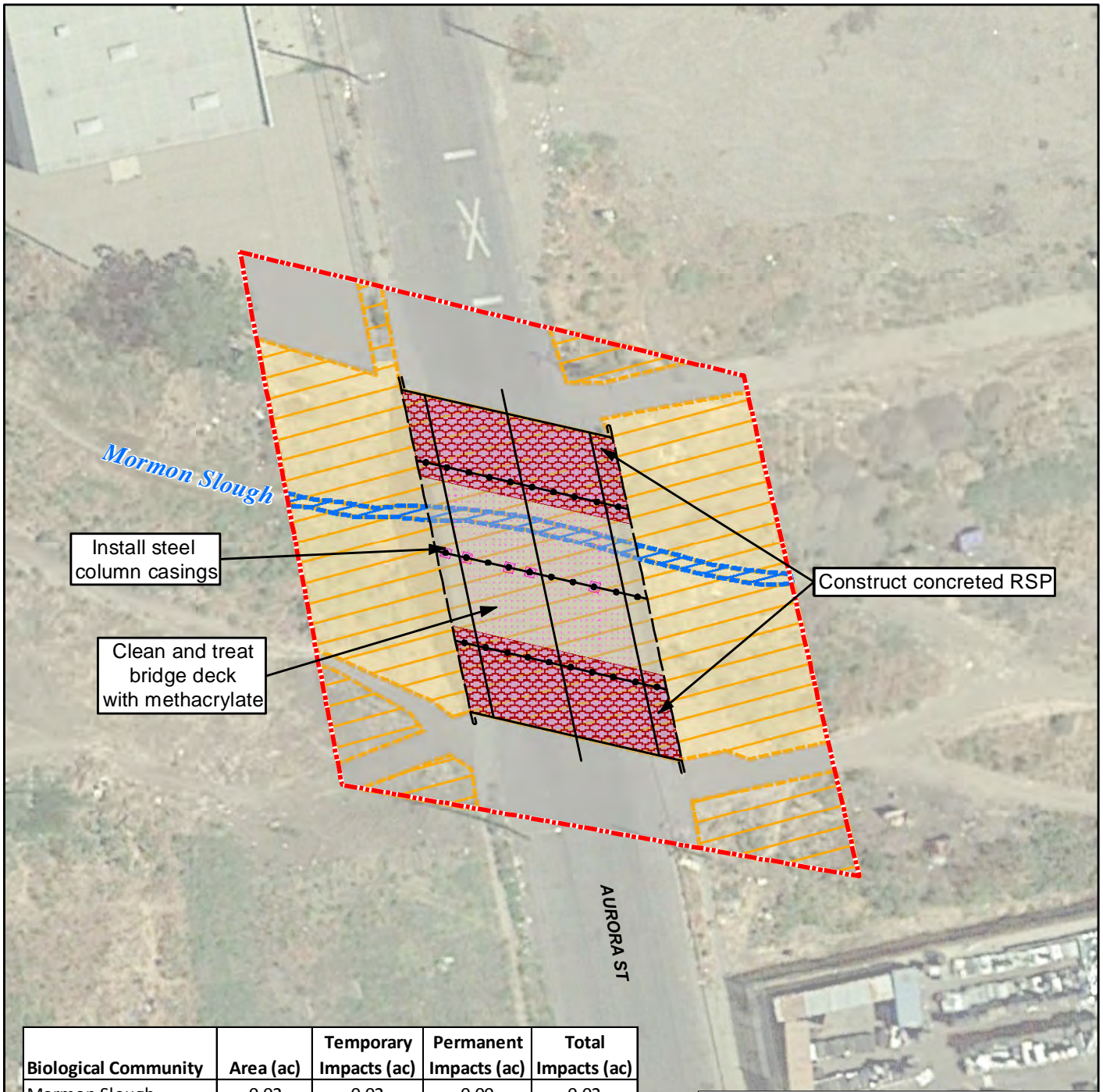


Stockton BMP 5008(157)
 Bridge Rehabilitation Project
 Diamond Street over
 Mormon Slough (29CO238)
 San Joaquin County, CA
 12 February 2019

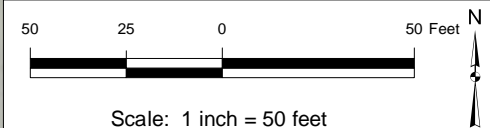
- Biological Study Area (BSA)
- Existing Road
- Proposed Road Improvements
- RSP
- Roadway Reconstruction
- Methacrylate
- Permanent Impacts
- Temporary Impacts
- Disturbed/ Developed
- Mormon Slough
- Ruderal

Figure 3. Project Map
 Sheet 3 of 6

Aerial Photograph: 17 May 2017
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer



Biological Community	Area (ac)	Temporary Impacts (ac)	Permanent Impacts (ac)	Total Impacts (ac)
Mormon Slough	0.02	0.02	0.00	0.02
Ruderal	0.46	0.31	0.05	0.36
Developed/ Disturbed	0.16	--	--	--
Total:	0.64	0.33	0.05	0.38



Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 Aurora Street over
 Mormon Slough (29CO235)
 San Joaquin County, CA
 12 February 2019

- Biological Study Area (BSA)
- Existing Road
- Existing Railing
- Proposed Methacrylate Treatment Limits
- Proposed Concreted RSP
- Excavation for Steel Column Casing
- Disturbed/ Developed
- Mormon Slough
- Ruderal
- Permanent Impacts
- Temporary Impacts







Figure 3. Project Map
 Sheet 4 of 6

Aerial Photograph: 17 May 2017
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer



No Temporary or Permanent Impacts Proposed to Natural Communities

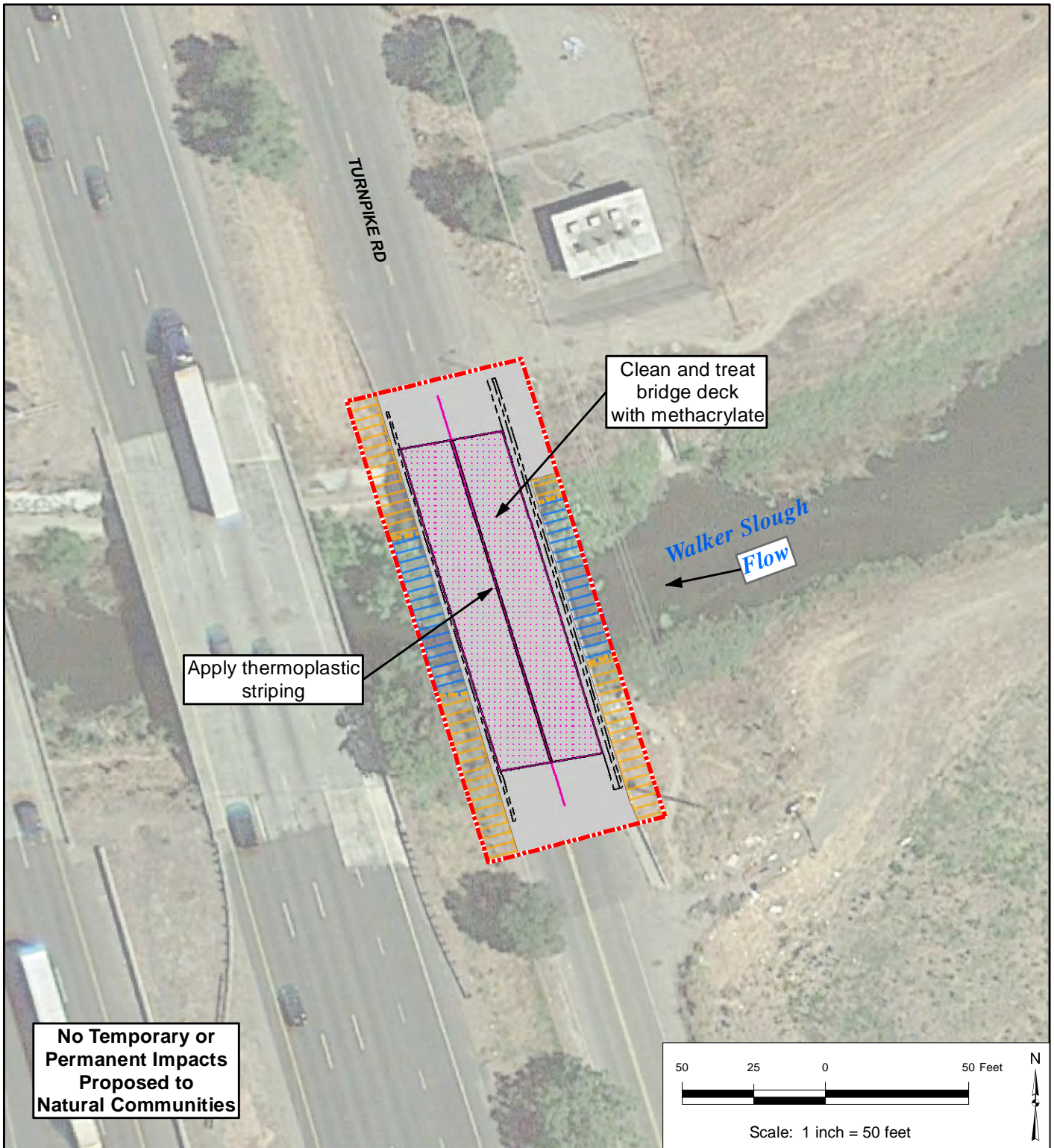
Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 Santa Paula Way over
 Moshers Slough (29C0240)
 San Joaquin County, CA
 12 February 2019

-  Biological Study Area (BSA)
-  Existing Road
-  Existing Railing
-  Apply Thermoplastic Striping
-  Proposed Methacrylate Treatment Limits
-  Disturbed/ Developed

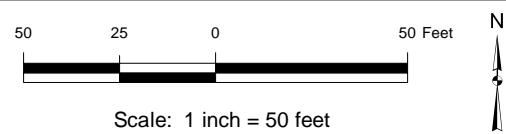
-  Moshers Slough
-  Ruderal

Figure 3. Project Map
 Sheet 5 of 6

Aerial Photograph: 17 May 2017
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer



No Temporary or Permanent Impacts Proposed to Natural Communities



Stockton BPMP 5008(157)
 Bridge Rehabilitation Project
 Turnpike over
 Walker Slough (29C0399)
 San Joaquin County, CA
 12 February 2019

- Biological Study Area (BSA)
- Existing Road
- Existing Railings
- Apply Thermoplastic Striping
- Disturbed/ Developed
- Ruderal
- Walker Slough
- Proposed Methacrylate Treatment Limits

Figure 3. Project Map
 Sheet 6 of 6

Aerial Photograph: 17 May 2017
 UC-G Imagery, US-CA-Sacramento, Microsoft
 ESRI ArcGIS Basemap Layer

3.3.2 Pershing Avenue over Calaveras River (29C0243) Bridge Rehabilitation

The Pershing Avenue Bridge, constructed in 1959, is an 18-span, continuous reinforced concrete slab supported on concrete pile bents and diaphragm type abutments supported on concrete piles. Bridge deficiencies include: deck cracking throughout the bridge deck, damaged joint seals and headers at Bents 7 and 13 and at Abutments 1 and 19, cracking in Abutment 19 approach slab, spalled barrier railing, sidewalk cracking, incipient spalls at two bent cap locations, and a missing section of bridge railing. The City proposes to treat the bridge deck with methacrylate, replace the seals at Abutments 1 and 19 and Bents 7 and 13, replace missing bridge railing, and repair the spalled barrier railing near Abutment 1. The improvements at this bridge involve above-deck work only. No in-channel work is required for the Pershing Avenue Bridge. Construction will require temporary traffic closures. Project staging will occur along the road.

3.3.3 Diamond Street over Mormon Slough (29C0238) Bridge Rehabilitation

The Diamond Street Bridge, constructed in 1960, is a 5-span reinforced concrete slab superstructure supported on reinforced concrete pile extensions and diaphragm type abutments supported on concrete piles. Bridge deficiencies include: deck and soffit cracking throughout the bridge deck, an area of deck delamination, deteriorated roadway approaches, undermined abutments, embankment erosion at both abutments, sidewalk cracking, and barrier railing deterioration. The City proposes to treat the bridge deck with methacrylate, repair deck delamination, reconstruct the roadway approaches, install concreted RSP at both abutments, abutment erosion countermeasures, and replace the existing concrete sidewalk and barrier railings. Minor excavation (≤ 2 feet) will be required to remove undermined asphalt and correct embankment erosion. Installation of concreted RSP at the abutment embankments will require approximately 2 feet of excavation, and up to 6 feet of excavation at Bent 2 and 5. RSP will be placed to fill the excavation. The scour protection will reestablish the existing grade of the channel. The scour protection will not change the channel hydraulic capacity. Construction will require temporary traffic closures. Project staging will occur along the road.

The construction of concreted RSP would require work below the OHWM of Mormon Slough for construction access. Mormon Slough, west of the Stockton Diverting Canal, is an intermittent channel that contains little to no water during the dry season. Between the Stockton Diverting Canal and the Port of Stockton Turning Basin, it has a small watershed and only contains water for short durations in response to storm events.

3.3.4 Aurora Street over Mormon Slough (29C0235) Bridge Rehabilitation

The Aurora Street Bridge, constructed in 1957, consists of a 4-span continuous reinforced concrete slab superstructure supported on reinforced concrete pile extensions and diaphragm type abutments supported on concrete piles. Bridge deficiencies include deck cracking throughout the bridge deck, abutment footing exposure, spalling and incipient spalling in the span 4 soffit, spalling at Bent 3 columns, exposed pile shells at Bent 2, and spalled barrier railing. The City proposes to clean and treat the bridge deck with methacrylate, install concreted RSP at both abutments, and repair spalled areas at the Bent 3 columns. The installation of steel column casings may require excavations of up to 3 feet below grade. Minor excavation will be required to remove loose concrete and install concreted RSP at abutment embankments

(approximately 2 feet, and up to 6 feet at Bent 2 and 4). RSP will be placed to fill the excavation. The scour protection will reestablish the existing grade of the channel. The scour protection will not change the channel hydraulic capacity. Construction will require temporary traffic closures. Project staging will occur along the road.

3.3.5 Santa Paula Way over Mosher Slough (29C0240) Bridge Rehabilitation

The Santa Paula Way Bridge, constructed in 1972, consists of a 2-span reinforced concrete slab supported on reinforced concrete pile extensions and diaphragm abutments supported on concrete piles. Bridge deficiencies are limited to cracking throughout the bridge deck. The City proposes to clean and treat the bridge deck with methacrylate. The improvements at this bridge involve above-deck work only. No in-channel work is required for the Santa Paula Way Bridge. Construction will require temporary traffic closures. Project staging will occur along the road.

3.3.6 Turnpike Road over Walker Slough (29C0399) Bridge Rehabilitation

This Turnpike Road Bridge, constructed in 1971, is a 5-span, continuous reinforced concrete slab superstructure supported on concrete pile extensions and diaphragm abutments supported on timber piles. Bridge deficiencies are limited to cracking throughout the bridge deck. The City proposes to clean treat the bridge deck with methacrylate. The improvements at this bridge involve above-deck work only. No in-channel work is required for the Turnpike Road Bridge. Construction will require temporary traffic closures. Project staging will occur along the road.

3.4 General Construction Details

Construction best management practices (BMPs) consistent with the City's 'Stormwater Program Best Management Practices for all Construction Sites and or Caltrans Stormwater Quality Handbooks will be implemented during construction to prevent concrete or other materials from entering channels in the Project area. General construction equipment expected to be used includes, but is not limited to: haul trucks, excavators, gradalls, backhoes, dump delivery trucks, concrete boom pump, and service vehicles.

3.5 Project Schedule

The Project is anticipated to take one construction season to complete. Work is anticipated to begin in 2020 or later. At bridges crossing Mormon Slough, in-water construction activities will be restricted to the period between 15 April and the first qualifying rain event on or after 15 October (more than one half inch of precipitation in a 24-hour period), subject to the Streambed Alteration Agreement and consultation with NMFS and USFWS, unless CDFW, NMFS, and/or USFWS provide approval of work outside that period. In-water work may be restricted further to work windows determined by the Central Valley Flood Protection Board (CVFPB). At West Lane bridge over the Calaveras River, in-water construction activities will be restricted to the period between 1 June and the first qualifying rain event on or after 30 September to avoid take of outmigrating juvenile California Central Valley (CCV) steelhead.

3.6 Construction Contract

The City would retain a construction contractor to construct the proposed improvements. The contractor would be responsible for compliance with all applicable rules, regulations, and ordinances associated with proposed Project activities and for implementing construction-related mitigation measures. The City would provide the construction contractor oversight and management and would be responsible for

verifying the implementation of the mitigation measures. The contractor would construct the proposed Project in accordance with the Public Contract Code of the State of California, Project Plans, and any Special Provisions under development by the City. The following are a combination of standard and project-specific procedures/requirements applicable to Project construction:

- Contract provisions will require notification of the City and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Sections 5097.5, 5097.9 et seq., regarding the discovery and disturbance of cultural materials or human remains should any be discovered during project construction;
- Contract provisions will require implementation of best management practices (BMPs) consistent with the City's *Storm Water Management Plan* (City of Stockton 2009), the City's *Stormwater Program Best Management Practices for all Construction Sites* and or Caltrans *Stormwater Quality Handbooks* to protect water quality and minimize the potential for siltation and downstream sedimentation.
- The City or its construction contractors will conduct early coordination with utility service providers, law enforcement and emergency service providers to ensure minimal disruption to service during construction;

4. Initial Study Findings (Determination)

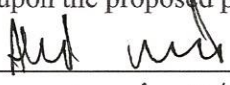
4.1 Environmental Factors Potentially Affected

This Initial Study has determined that in the absence of mitigation the proposed Project could have the potential to result in significant impacts associated with the factors checked below. Mitigation measures are identified in this Initial Study that would reduce all potentially significant impacts to less-than-significant levels.

- | | |
|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Population and Housing |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> None Identified |
| <input type="checkbox"/> Land Use and Planning | |

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Project MAY have a "Potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:  Date: 2/3/2020
 Name and Title: Awwad Mohammad, Associate Engineer

5. Initial Study Checklist and Supporting Documentation

5.1 Initial Study Checklist

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines. Each resource topic section provides a determination of potential impact and an explanation for the checklist impact questions. The following 19 environmental categories are addressed in this section:

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

Each of the above listed environmental categories was fully evaluated and one of the following four determinations was made for each checklist question:

- **“No Impact”** means that no impact to the environment would occur as a result of implementing the Project.
- **“Less than Significant Impact”** means that implementation of the Project would not result in a substantial and/or adverse change to the environment and no mitigation is required.
- **“Potentially Significant Unless Mitigation is Incorporated”** means that the incorporation of one or more mitigation measures would reduce the impact from potentially significant to less than significant.
- **“Potentially Significant Impact”** means that there is either substantial evidence that a project-related effect would be significant or, due to a lack of existing information, could have the potential to be significant.

5.2 Setting, Impacts, and Mitigation Measures

5.2.1 Aesthetics

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The City of Stockton is characterized by a mixture of residential, commercial, industrial, and civic land uses. Areas within the current city limit are characterized by distinct residential neighborhoods, neighborhood commercial and regional shopping centers, various types of office uses, a mix of heavy and light industrial uses, and a wide range of public and institutional buildings and facilities. The periphery of the city is largely characterized by agricultural and rural areas. Notable visual features in Stockton include the Port of Stockton and Stockton Deep Water Ship Channel, County Fairgrounds, Stockton Metropolitan Airport, University of the Pacific, Weber Points Events Center, and Magnolia Historic District. The existing General Plan does not designate any scenic vistas. However, the General Plan identifies open space, agricultural fields, and riparian areas, particularly along the San Joaquin River and the Calaveras River, as significant visual features (City of Stockton 2018a).

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** A scenic vista refers to the view of an area that is visually or aesthetically pleasing. Aesthetic components of a scenic vista include; 1) scenic quality, 2) sensitivity level, and 3) view access. No scenic vistas have been identified in the Project area, based on a review of the City of Stockton General Plan (City of Stockton 2018a). The General Plan does state that the Calaveras River is a significant visual feature.
The Project includes conducting routine maintenance activities at six bridge sites in an urban setting with adjacent residential, commercial, and industrial land uses. The Pershing Avenue and West Lane sites cross the Calaveras River. No native tree removal is proposed at any of the six sites. Project activities will not affect any scenic vistas.
- b) ***No Impact.*** The Project is not located on a state scenic highway (Caltrans 2019).
- c) ***Less Than Significant Impact.*** See discussion of a) and b) above.

- d) **No Impact.** The proposed Project does not include any new lighting.

5.2.2 Agricultural and Forestry Resources

II. AGRICULTURE AND FORESTRY—In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project::

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project area includes six locations within urban areas. The California Farmland Mapping and Monitoring Program map for San Joaquin County shows that five of the six sites are classified as ‘Urban and Built Up Land’. The Turnpike Road site is classified as vacant or disturbed land (California Department of Conservation 2019b). No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance occur in the project area. The California Department of Conservation, San Joaquin County Williamson Act FY 2012/2013 map indicates that no lands under Williamson Act contract occur in or adjacent to the Project area.

Potential Environmental Effects

- a) **No Impact.** No Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or lands under Williamson Act contracts occur in the project area. The Project would not result in the conversion of agricultural land.
- b) **No Impact.** See response for item a).
- c) **No Impact.** The proposed Project occurs in City street rights-of-way (ROW) and is consistent with the existing zoning and does not include any rezoning activities.
- d) **No Impact.** The proposed Project will not result in a permanent loss of forest land or conversion of forest land as none occurs in the Project area.
- e) **No Impact.** The Project will not convert farmland or timberland as neither occurs in the Project area.

5.2.3 Air Quality

III. AIR QUALITY— Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

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

The SJVAB is approximately 250 miles long and an average of 35 miles wide. It is bordered by the Sierra Nevada in the east, the Coast Ranges in the west, and the Tehachapi mountains in the south. There is a slight downward elevation gradient from Bakersfield in the southeast end to sea level at the northwest end where the valley opens to the San Francisco Bay at the Carquinez Straits. At its northern end is the Sacramento Valley, which comprises the northern half of California’s Central Valley. The bowl-shaped topography inhibits movement of pollutants out of the valley.

The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary pollutants. Primary pollutants are those emitted directly into the air, for example carbon monoxide (CO), and can be traced to a single pollutant source. Secondary pollutants are those pollutants that form through chemical reactions in the atmosphere, for example reactive organic gasses (ROG) and nitrogen oxides (NO_x) combine to form ground level ozone, or smog.

The U.S. Congress established much of the basic structure of the Clean Air Act in 1970, and made major revisions in 1977 and 1990. The Federal Clean Air Act established national ambient air quality standards (NAAQS). These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect other values. Because of the health-based criteria identified in setting the NAAQS, the air pollutants are termed “criteria” pollutants. California has adopted its own, more stringent, ambient air quality standards (CAAQS). Table 2 lists the SJVAPCD attainment status for state and federal criteria pollutants.

Table 2. Attainment Status for SJVAPCD in San Joaquin County

Pollutant	State Designation	National Designation
Ozone	Nonattainment	Nonattainment (8 hr.)
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassified/ Attainment
NO ₂	Attainment	Unclassified/ Attainment
SO ₂	Attainment	Unclassified/ Attainment
Sulfates	Attainment	NA
Lead	Attainment	Unclassified/ Attainment
Hydrogen Sulfide	Unclassified	NA
Visibility Reducing Particles	Unclassified	NA

San Joaquin County is currently in nonattainment status for the 8-hour ozone and PM_{2.5} NAAQS. The County is in nonattainment status for the ozone, PM₁₀, and PM_{2.5} CAAQS.

The SJVAPCD administers the state and federal Clean Air Acts in accordance with state and federal guidelines. The SJVAPCD regulates air quality through its district rules and permit authority. It also participates in planning review of discretionary project applications and provides recommendations. The following District rules may apply to the Project:

- **Rule 4101 (Visible Emissions):** This rule prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.
- **Rule 4601 (Architectural Coatings):** This rule sets limits on the volatile organic compounds, a component of ROG, allowed in various paints and other coatings.
- **Rules 8011-8081 (Regulation VIII (Fugitive Dust PM₁₀ Prohibitions)):** These rules are designed to reduce PM₁₀ emissions (predominantly dust/dirt) generated by human activity,

including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

- **Rule 4102 (Nuisance):** Prohibits the discharge of air containments which cause injury, detriment, nuisance, or annoyance.
- **Rule 4201 (Particulate Matter):** A person shall not release or discharge into the atmosphere from any source or single processing unit, exclusive of sources emitting combustion contaminants only, particulate matter emissions in excess of 0.1 grains per cubic foot of dry exhaust gas at standard conditions.
- **Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations):** This rule limits VOC emissions by restricting the application and manufacturing of certain types of asphalt for paving and maintenance operations.
- **Rule 9510 (Indirect Source Rule):** Rule 9510 is intended to reduce or mitigate construction and operational emissions of NOx and PM10 generated by new development. This rule requires specific percentage reductions in estimated on-site construction and operation emissions, and/or payment of off-site mitigation fees for required reductions that cannot be met on the project site. Construction emissions of NOx and PM10 exhaust must be reduced by 20% and 45%, respectively. Operational emissions of NOx and PM10 must be reduced by 33.3% and 50%, respectively. In addition to other project types Rule 9510 applies to transportation or transit development project where construction exhaust emissions equal or exceed two (2.0) tons of NOx or two (2.0) tons of PM10.

The SJVAPCD considers a significant cumulative impact to occur if the project requires a change in the existing land use designation (i.e., general plan) and would individually exceed the project-level thresholds of significance. Thresholds of significance for specific pollutants of concern are listed in Table 3.

Construction emissions were estimated for the Project using the Sacramento Metropolitan Air Quality Management District's *Road Construction Emissions Model (RCEM), Version 9.0.0*. The RCEM was developed to estimate emissions from linear projects types including road and bridge construction. The RCEM divides the project into four 'Construction Periods:

- Grubbing/ Land Clearing
- Grading/Excavation
- Drainage/Utilities/Sub-Grade
- Paving (**Note:** For this Project the 'Paving' phase is primarily the period where methacrylate will be applied to the bridges decks)

Table 3. SJVAPCD CEQA Thresholds of Significance

Pollutant/Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
	<i>Emissions (tpy)¹</i>	<i>Emissions (tpy)</i>	<i>Emissions (tpy)</i>
CO	100	100	100
NO _x	10	10	10
ROG	10	10	10
SO _x	27	27	27
PM ₁₀	15	15	15
PM _{2.5}	15	15	15

¹ tpy = tons per year

Based on similar road and bridge projects, the assumptions presented in Table 4 regarding type of construction equipment and use duration were used in the RCEM. Other Project assumptions used in the RCEM include a total six-month construction schedule starting in 2020, use of water trucks, and all equipment was assumed to run for eight hours per day. Results of the RCEM based on the Project assumptions are in Table 5.

Table 4. Construction Equipment and Use Assumptions

Construction Period	Equipment	
	Quantity	Type
Grubbing/ Land Clearing	1	Excavator
	1	Signal Board
Grading/Excavation	1	Excavator
	1	Rubber Tired Loader
	1	Signal Board
Drainage/Utilities/Sub-Grade	1	Backhoe
	1	Signal Board
Paving	1	Paving Equipment
	1	Backhoe

Table 5. Estimated Construction Emissions

Project Phases	ROG lbs/day	CO lbs/day	NOx lbs/day	PM10 Total lbs/day	Exhaust PM10 lbs/day	Fugitive Dust PM10 lbs/day	PM2.5 Total lbs/day	Exhaust PM2.5 lbs/day	Fugitive Dust PM2.5 lbs/day
Grubbing/land clearing	0.34	4.21	3.13	5.16	0.16	5.0	1.17	0.13	1.04
Grading/excavation	1.10	10.92	9.91	5.54	0.54	5.0	1.47	0.43	1.04
Drainage/utilities/sub-grade	1.30	13.45	10.68	5.66	0.66	5.0	1.63	0.59	1.04
Paving	0.54	6.15	5.21	0.30	0.30	0.0	0.26	0.25	0.00
Maximum lbs/day	1.30	13.45	10.68	5.66	0.66	5.0	1.63	0.59	1.04
Tons per year for Project	0.07	0.69	0.58	0.31	0.03	0.28	0.09	0.03	0.06
Construction and Operational Significance Thresholds (tons per year, tpy)	10	100	10	15	--	--	15	--	--
Significant?	No	No	No	No	<i>N/A</i>	<i>N/A</i>	No	<i>N/A</i>	<i>N/A</i>

Notes: Data entered to emissions model: Project Start Year: 2020; Project Length (months): 6; Total Project Area (acres): 5.17; Total Soil Imported/Exported (yd³/day): 0. PM10 estimates assume 50% control of fugitive dust from watering and associated dust control measures. Total PM10 emissions are the sum of *exhaust* and *fugitive dust* emissions.

Potential Environmental Effects

- a) **No Impact.** A project is inconsistent with the applicable air quality plan if it would result in population and/or employment growth that exceeds growth estimated in the applicable air quality plan. The proposed Project does not include development of new housing or employment centers, and would not induce population or employment growth. Therefore, the proposed project would not conflict with or obstruct the implementation of any air quality plan.
- b) **Less Than Significant Impact.** San Joaquin County is currently in nonattainment status for the 8-hour ozone and PM2.5 NAAQS. The County is in nonattainment status for the ozone, PM10, and PM2.5 CAAQS. The RCEM estimates are below the SJVAPCD CEQA significance thresholds for all criteria pollutants. The Project would not generate additional traffic on any of the roadways included in the Project. No increase in operational emissions will result from the Project. The Project is not subject to Rule 9510 since the modeled Project NOx and PM10 emissions do not exceed the rules 2.0 ton construction exhaust emission applicability threshold.
- c) **No Impact.** Construction-related emissions from the proposed project would not exceed the SJVAPCD significance thresholds. As discussed under item b above, the Project will not result in an increase of operational emissions. Further, the proposed Project would not conflict with the applicable air quality plans, which addresses the cumulative emissions in the SJVAB. The proposed Project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants.
- d) **Less Than Significant Impact.** Sensitive individuals 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). Sensitive land uses occur where sensitive individuals are most likely to spend time (e.g. schools and schoolyards, parks and playgrounds, day care centers, nursing homes, hospitals, and residential communities). Adjacent receptors have the potential to be exposed to PM10, PM2.5, CO, ROG, and NOx during construction. These impacts are considered less than significant due to the limited nature of the Project and the short-term construction period.
The Project is not located within an area known to contain naturally occurring asbestos (NOA) or an area “more likely to contain naturally occurring asbestos” (California Department of Conservation 2000).
- e) **Less Than Significant Impact.** Construction activities would involve the use of construction equipment, which have distinctive odors. Odors from construction activities are considered less than significant because of the limited number of the public affected and the short-term nature of the emissions. The proposed Project would not result in increased production of odors causing compounds. These impacts are considered less than significant.

5.2.4 Biological Resources

IV. BIOLOGICAL RESOURCES—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Potential impacts to biological and wetlands resources were evaluated in the Project’s Natural Environment Study (NES; Sycamore Environmental 2019a), Biological Assessment (BA; Sycamore Environmental 2019b), and BA Technical Memorandum (Sycamore Environmental 2019c). The documents conclude the following regarding biological resources:

- Suitable habitat for federal-listed American green sturgeon southern Distinct Population Segment (DPS; *Acipenser medirostris*), and California Central Valley steelhead (*Oncorhynchus mykiss*) is present at the two bridge sites located over the Calaveras River (West Lane and Pershing Avenue) and Mormon Slough (Diamond Street and Aurora Street). The Project may affect, but is not likely to adversely affect, green sturgeon, California Central Valley steelhead, and critical habitat for these species.
- The Project is located in Essential Fish Habitat (EFH) designated for Chinook salmon (NMFS 2008). With implementation of measures below, the Project will not adversely modify EFH for Chinook salmon.
- Depending on the site conditions at each bridge, suitable habitat for several state special-status species, including birds of prey and migratory birds, Sacramento splittail (*Pogonichthys macrolepidotus*), western pond turtle (*Emys marmorata*), burrowing owl (*Athene cunicularia*), Swainson’s hawk (*Buteo swainsoni*), loggerhead shrike (*Lanius ludovicianus*), and Modesto song sparrow (*Melospiza melodia*) may be present. With implementation of the avoidance and minimization measures discussed below, the proposed Project will not affect these species.
- The Project area does not provide habitat for federal-listed plants.

- The Pershing Avenue, West Lane, and Turnpike Road bridge sites in the Project area provide habitat for state-rare Mason’s lilaopsis (*Lilaeopsis masonii*) and several rare plants ranked by the California Native Plant Society (CNPS), including heartscale (*Atriplex cordulata*), watershield (*Brasenia schreberi*), bristly sedge (*Carex comosa*), Bolander’s water-hemlock (*Cicuta maculata* var. *bolanderi*), slough thistle (*Cirsium crassicaule*), San Joaquin spearscale (*Extriplex joaquinana*), woolly rose-mallow (*Hibiscus lasiocarpus* var. *occidentalis*), Delta tule pea (*Lathyrus jepsonii* var. *jepsonii*), Delta mudwort (*Limosella australis*), Sanford’s arrowhead (*Sagittaria sanfordii*), side-flowering skullcap (*Scutellaria lateriflora*), Suisun marsh aster (*Symphotrichum lentum*), Wright’s trichocoronis (*Trichocoronis wrightii* var. *wrightii*), and saline clover (*Trifolium hydrophilum*). The Diamond Street, Aurora Street, and Santa Paula Way locations do not provide habitat for special-status plant species.
- Three of the six bridges require in-channel work; the maintenance work for the other three bridges will not occur in the channels. Permits and authorizations required for Project construction at the West Lane bridges include a Section 404 Nationwide Permit authorization (NWP #3 for Maintenance Projects, NWP #14 for Linear Transportation, or NWP #23 for Approved Categorical Exclusions) from the U.S. Army Corps of Engineers (Corps), a Section 401 Water Quality Certification (WQC) from the Regional Water Quality Control Board (RWQCB), and a 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW). A Central Valley Flood Protection Board (CVFPB) encroachment permit may also be required. No discharge of fill material is proposed within the OHWM of Mormon Slough. Work within the bed and bank of Mormon Slough requires a 1602 Streambed Alteration Agreement from CDFW.
- California Central Valley steelhead are not expected to occur in the Diamond Street or Aurora Street Action Areas between July and October, when Mormon Slough is dry. In extremely wet years, Mormon Slough may hold water at the Diamond Street and Aurora Street bridges during the California Central Valley steelhead adult upstream migration season between late September and February or March.

On October 25 2019 National Marin Fisheries Service concurred that the Project is not likely to adversely affect green sturgeon or California Central Valley steelhead and that with the implantation of conservation measures will not adversely modify Essential Fish Habitat (EFH) designated for Chinook salmon.

Natural communities present in the Project area and potential project impacts are shown in Table 6 (Sycamore Environmental 2019a). Special-status natural communities evaluated in the Project NES include waters of the U.S., Mormon Slough, Mosher Slough, Walker Slough, and the Calaveras River.

Table 6. Project Impacts to Biological Communities

Biological Community	Acreage	Temporary Impact (acre)	Permanent Impact (acre)	Total Impact (acre)
Calaveras River	0.66	0.13	0.02	0.15
Mormon Slough	0.08	0.06	0	0.06
Mosher Slough	0.02	0	0	0
Walker Slough	0.08	0	0	0
Other Features				

Ruderal	2.72	0.85	0.12	0.97
Disturbed / Developed ¹	1.61	--	--	--
Total:	5.17	1.04	0.14	1.18

¹ Developed area, no impacts are calculated.

Potential Environmental Effects

a) ***Potentially Significant Unless Mitigation Incorporated.***

Special-Status Plant Species: The Pershing Avenue, West Lane, and Turnpike Road bridge sites in the Project area provide habitat for one state-rare species (Mason’s lilaopsis) and several rare plants ranked by the California Native Plant Society (CNPS) including heartscale, watershield, bristly sedge, Bolander’s water-hemlock, slough thistle, San Joaquin spearscale, woolly rose-mallow, Delta tulle pea, Delta mudwort, Sanford’s arrowhead, side-flowering skullcap, Suisun marsh aster, Wright’s trichocoronis, and saline clover. The Diamond Street, Aurora Street, and Santa Paula Way locations do not provide habitat for special-status plant species.

No special-status plant species were observed in the Project area during the biological survey conducted in mid-September 2017. The 2017 field survey was conducted during the evident and identifiable period for all plants with the potential to occur at the Pershing Avenue, West Lane, and Turnpike Road bridge sites except saline clover, Delta mudwort, and slough thistle. These three species could occur at the Pershing Avenue, West Lane, and Turnpike Road bridge sites.

Saline clover, Delta mudwort, and slough thistle are special status plants with the potential to occur in the Project area. These species are not state of federal listed plants. These species are designated by the California Native Plant Society as list 1B.1, 1B.2 and 2B.1 plants. These species are not subject to the provisions FESA, CESA, or the California Native Plant Protection Act.

Transplantation/ propagation of these species does not require any permit action from USFWS or CDFW. The City as the CEQA lead agency must evaluate potential impacts to these species and must mitigate all significant impacts to these species to a level of less than significant.

The Project could impact saline clover, Delta mudwort, and slough thistle if it is present at the Pershing Avenue, West Lane, and Turnpike Road bridge sites. Implementation of the measure BIO-1 will reduce potential impacts to these species.

Mitigation Measure BIO-1 (Saline clover, Delta Mudwort, and Slough Thistle)

- *A focused botanical survey will be conducted for saline clover, Delta mudwort, and slough thistle during the evident and identifiable blooming period at the **Pershing Avenue, West Lane, and Turnpike Road** project sites.*
- *If saline clover, Delta mudwort, or slough thistle are not observed, no further action is needed.*
- *If saline clover, Delta mudwort, or slough thistle are identified, they will be included in an ESA. The ESA non-disturbance buffer will be determined by a qualified botanist. The plant(s) will be clearly delineated using high visibility orange fencing. The ESA fencing will remain in place throughout the duration of the proposed action, while construction activities are ongoing, and will be regularly inspected and fully maintained at all times. The ESA fencing will be installed*

prior to initial clearing of vegetation. Vehicles will not be allowed to park in, nor will equipment be stored in the ESA. No storage of oil, gasoline, or other substances will be permitted in the ESA. No vegetation removal or ground disturbing activities will be permitted in the ESA.

- *If rare plant populations cannot be protected in place, the City will prepare a transplantation/propagation plan for the relocation of the rare plant(s). Rare plant relocation will occur in a suitable area of the Project area or other suitable location determined by the City. The transplantation/propagation plan will be sent to CDFW.*

Special-Status Wildlife Species:

Green Sturgeon, Southern DPS (*Acipenser medirostris*), Central Valley (CCV) Steelhead (*Oncorhynchus mykiss*), and Sacramento Splittail (*Pogonichthys macrolepidotus*): The Calaveras River in the Project area does not provide spawning habitat for green sturgeon or CCV steelhead.

Depending on annual and seasonal hydrologic conditions these species could use the Calaveras River below the Pershing Ave. and West Lane bridges for juvenile rearing, foraging, migration, and sheltering habitat.

Mormon Slough is mapped as an intermittent stream on the Stockton West topographic quad. Mormon Slough flows east to west, crossing under the Diamond Street bridge and the Aurora Street bridge. Mormon Slough was diverted when the Stockton Diverting Canal was constructed in 1910 to carry flows around the east side of Stockton and back to the Calaveras River. This diversion occurs 3.1 miles and 4.2 miles upstream of the Diamond Street and Aurora Street bridges, respectively. As a result, Mormon Slough no longer flows below these bridges. The numerous homeless encampments around and under the bridge, together with the spoils piles and abundant trash in and adjacent to the slough is a constant source of disturbance to the slough. The Aurora and Diamond Street bridges are located in the segment of Mormon Slough between South Commerce Street and the Stockton Diverting Canal. The Stockton Diverting Canal directs Mormon Slough to the Calaveras River on the east side of Stockton, which dewateres this segment of Mormon Slough of its natural flows. Mormon Slough between South Commerce Street and the Stockton Diverting Canal, including the Project area, is not fish habitat.

California Central Valley steelhead are not expected to occur in the Diamond Street or Aurora Street Action Areas between July and October, when Mormon Slough is dry. The National Marine Fisheries Service (NMFS) has determined that in extremely wet years, Mormon Slough may hold water at the Diamond Street and Aurora Street bridges during the adult upstream migration season between late September and February or March. If California Central Valley steelhead were present in the Action Area during construction, they could be exposed either directly or indirectly to stressors.

Mosher Slough and Walker Slough in the Project area do not provide habitat for special-status fish species. Mosher and Walker Sloughs contain lethally high-water temperatures during the summer and unsuitable substrate for spawning. There is no upstream spawning habitat for California Central Valley steelhead, therefore these sloughs would not be used as a migratory route.

Work at the Pershing Avenue Bridge involves above deck work only. No temporary or permanent impacts to the Calaveras River at the Pershing Avenue Bridge are anticipated. Work at the Pershing Avenue Bridge site would have no effect on special-status fish species.

At the West Lane Bridges (north- and south-bound), the Project would result in 0.14 acre of temporary impacts and 0.02 acre of permanent impacts to the Calaveras River. Permanent impacts would result from RSP installation below the OHWM of the Calaveras River. RSP installation would require excavations of up to approximately 3.5 feet below grade. The RSP would protect the bents from scour.

Temporary impacts to the Calaveras River would result from water diversion and access during construction. RSP installation at Bents 8 and 9 may require construction equipment to access the Calaveras River bed and may require partial diversion of the river. The diversion would allow flows to pass through the existing channel under the bridge. Any work to occur below the OHWM of the Calaveras River would be limited to the dry season, when river flows are at their lowest and warmest and adult green sturgeon are least likely to occur.

Mormon Slough below the Aurora Street and Diamond Street bridges is designated critical habitat for California Central Valley steelhead. The Stockton Diverting Channel takes flows in Mormon Slough to the Calaveras River upstream of the Aurora and Diamond Street bridges. Therefore, the section of Mormon Slough between South Commerce Street and the Stockton Diverting Channel does not have the necessary physical and biological elements (e.g., water) for it to be critical habitat.

The Project area is located in the San Joaquin Delta Hydrologic Unit (Hydrologic Unit Code 18040003), the Upper Calaveras California Hydrologic Unit (Hydrologic Unit Code 18040011), and the Rock Creek-French Camp Slough Hydrologic Unit (Hydrologic Unit Code 18040051), which are designated as essential fish habitat (EFH) for Chinook salmon. EFH for groundfish is identified on the NMFS Resources in California KMZ for the Lodi South and Stockton West topographic quad. The Project does not occur within EFH designated for groundfish.

Implementation of the of BIO-2 and BIO-5 will reduce potential impacts to less than significant for special-status fish, essential fish habitat, and designated critical habitat.

Mitigation Measure BIO-2 (Listed Fish)

- *A qualified biologist will train project staff on-site regarding habitat sensitivity, identification of listed fish species, and required practices before the start of construction. The training shall include the general measures that are being implemented to conserve listed fish species as they relate to the project, penalties for noncompliance, and boundaries of the construction area. A fact sheet or other supporting materials containing this information will be prepared and distributed. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.*
- *To ensure compliance with the Project's avoidance and minimization measures, a City-appointed inspector will be on-site whenever in-water work occurs. The construction inspector will make recommendations to the construction personnel, as needed, to comply with all project implementation restrictions and guidelines. The construction inspector will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction*

area and staging areas adjacent to sensitive biological resources. A qualified biologist will be available during the construction period to assist the construction inspector if any special-status species are found and to answer questions and make recommendations regarding implementation of avoidance and minimization measures.

- *The qualified biologist will be present during installation and removal of the diversion structure and dewatering activities. If listed fish species are observed, in-water work will be halted until they move out of the active work zone. If they remain in the construction zone for an extended period, NMFS or USFWS will be contacted for further guidance.*
- *In-water work will be avoided at night to the maximum extent possible.*
- *The temporary diversion structure will be designed so that fish passage is maintained up and down stream of the Project site. The diversion will not create an impassible barrier. The diversion would allow flows to pass through the existing channel under the bridge while maintaining water quality. An open channel diversion will be used during construction to minimize impacts to listed fish species. The contractor will prepare a creek diversion and dewatering plan that complies with any applicable permit conditions.*
- *If temporary diversion structures are constructed with natural materials (i.e., gravel), the material will be composed of washed, rounded, spawning-sized gravel between 0.4 to 4 inches in diameter. If gravel is left in place after the diversion is removed, it shall be manually spread out using hand tools, if necessary, to ensure adequate fish passage for all life stages.*
- *If pumps are used to temporarily divert a stream to facilitate construction, an acceptable fish screen must be used to prevent entrainment or impingement of small fish. Potential contact between fish and pump will be minimized and/or avoided by constructing an open basin prior to commencing dewatering.*

Western Pond Turtle (WPT; *Emys marmorata*): WPT were not observed in the Project area during the September 2017 general biological fieldwork. The Calaveras River, Walker Slough, and Mosher Slough in the BSA provide potential habitat for WPT at the Pershing Avenue, West Lane, Turnpike Road, and Santa Paula Way bridge sites. Implementation of the BIO-3 will reduce potential impacts to less than significant. Implementation of the BIO-2 and BIO-5 will also reduce potential impacts.

Mitigation Measure BIO-3 (Western Pond Turtle)

- *A qualified biologist shall conduct a preconstruction survey for WPT within 48 hours prior to the onset of vegetation removal or ground disturbance at the **West Lane** bridge site in the Project area.*
- *If WPT are found, construction activities with potential to harm the individual(s) will stop and a qualified biologist will be notified. Construction will resume when the biologist has either relocated the WPT out of the construction zone to nearby suitable habitat, or, after thorough inspection, determined that the WPT has moved away from the construction zone.*

- *Environmental awareness training will be conducted by a qualified biologist prior to the onset of project work for construction personnel to brief them on how to recognize WPT. Construction personnel will be informed that if a WPT is encountered in the work area, construction should stop and a qualified biologist be notified. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.*

Nesting Birds Listed Under the MBTA or Regulated by CA Fish and Game Code: The Project area provides potential nesting sites for birds listed under the MBTA and regulated by CA Fish and Game Code. Inactive (post-nesting season) swallow nests were observed below the West Lane bridges during the September 2017 site visit. Swallow nests were not observed on the other bridges. Implementation of BIO-4 will reduce potential impacts to less than significant.

Mitigation Measure BIO-4 (MBTA)

Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. Nesting or attempted nesting by migratory birds and birds-of-prey is anticipated from 1 February to 30 September.

Swallows and Other Bridge Nesters

In California, bridge-nesting swallows typically arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Black phoebes, another bridge-nesting species, nest from March to August with peak activity in May. Measures should be taken to prevent establishment of nests on the bridges, culverts, headwalls, and other suitable structures prior to construction. Effective techniques to prevent nest establishment include using exclusion devices and removing and disposing of partially constructed and unoccupied nests of migratory or nongame birds on a regular basis to prevent their occupation. This can be done by:

- *On a weekly or more frequent basis, remove all partially completed nests using either hand tools or high-pressure water; and/or*
- *Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until project construction begins.*

Birds of Prey and Birds Protected by the Migratory Bird Treaty Act

- *If construction begins outside the 1 February to 30 September breeding season, there will be no need to conduct a preconstruction survey for active nests.*
- *If applicable, trees scheduled for removal should be removed during the non-breeding season from 1 October to 31 January.*
- *If construction is scheduled to begin between 1 February and 30 September, a biologist shall conduct a survey for active bird of prey nests within 500 ft and active MTBA bird nests within 100 ft of the Project area from publicly accessible areas within one week prior to construction. The measures listed below shall be implemented based on the survey results.*

No Active Nests Found:

- *If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary.*

Active Nests Found:

- *If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities or an injured or killed bird is found, immediately:*
 1. *Stop all work within a 100-ft radius of the discovery*
 2. *Notify the Engineer*
 3. *Do not resume work within the specified radius of the discovery until authorized.*
- *The biologist shall establish a minimum 500-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey.*

Bird Species Protection Areas

<i>Identification</i>	<i>Location</i>
<i>Bird of Prey</i>	<i>500 ft no-disturbance buffer</i>
<i>MBTA protected bird (not bird of prey)</i>	<i>100 ft no-disturbance buffer</i>

- *Activity in the ESA will be restricted as follows:*
 1. *Do not enter the ESA unless authorized*
 2. *If the ESA is breached, immediately:*
 - a. *Secure the area and stop all operations within 60 ft of the ESA boundary*
 - b. *Notify the Engineer*
 3. *If the ESA is damaged, the City determines what efforts are necessary to remedy the damage and who performs the remedy.*
- *No construction activity will be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.*
- *The size of an ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of ESA size depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific factors.*
- *Between 1 February and 30 September, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.*

- *If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.*

Loggerhead Shrike (*Lanius ludovicianus*): Loggerhead shrike were not observed during the September 2017 site visit. The Diamond Street, Santa Paula Way and Turnpike Road bridge sites in the Project area provide potential nesting habitat for loggerhead shrike. Implementation of BIO-4 will reduce potential impacts to less than significant.

Modesto Song Sparrow (*Melospiza melodia*): Modesto song sparrow were not observed during the September 2017 site visit. The West Lane and Turnpike bridge sites in the BSA provide potential nesting habitat for this species. Implementation of BIO-4 will reduce potential impacts to less than significant.

- b) ***Less than Significant.*** Special-status natural communities in Project area includes Mormon Slough, Mosher Slough, Walker Slough, and the Calaveras River. They are special-status natural communities because they are potential waters of the U.S. Impacts to potential waters of the U.S. are discussed under Item c below. No riparian or other sensitive natural communities occur in the Project area.

There are no native or non-native trees with a diameter breast height (dbh) of at least 6 inches in the Project area at the Pershing Avenue, West Lane, Santa Paula Way, Aurora Street, and Turnpike Road bridges. Six non-native trees with a dbh of at least 6 inches occur in the Diamond Street Project area. Native oak trees (*Quercus* spp.) occur adjacent to and outside the Diamond Street bridge Project limits. No tree removal or trimming is proposed at the six bridge locations.

- c) ***Potentially Significant Unless Mitigation Incorporated.*** The Project has been designed to minimize impacts to potential waters of the U.S. and state as defined by Section 404 of the Clean Water Act including the Calaveras River, Mormon Slough, Mosher Slough, and Walker Slough. The Calaveras River, Mormon Slough, Mosher Slough, and Walker Slough are tidally influenced. Approximate project impacts to potential waters of the U.S. are listed in Table 6.

Calaveras River: The Calaveras River flows east to west below the West Lane and Pershing Avenue bridges. The Calaveras River is navigable from its confluence with the San Joaquin River to 2,000 ft upstream of I-5, which is approximately 4,000 ft downstream of the Pershing Avenue Bridge (Corps 2018). Work at the West Lane bridges (north- and south-bound) would result in 0.14 acre of temporary impacts and 0.02 acre of permanent impacts to the Calaveras River. Permanent impacts would result from RSP installation below the OHWM of the Calaveras River. RSP installation would require excavations of up to approximately 3.5 feet below existing grade. The scour protection will reestablish the existing grade of the channel. The scour protection will not change the channel hydraulic capacity. The RSP would protect the bents from scour. Temporary impacts would result from water diversion and access during construction.

Work at the Pershing Avenue Bridge would be confined to the bridge deck and adjacent roadway. No temporary or permanent impacts to the Calaveras River below the Pershing Avenue Bridge are anticipated.

Mormon Slough: Mormon Slough historically flowed east to west through Stockton. The Stockton Diverting Canal, constructed in 1910, diverted flows from Mormon Slough around the east side of Stockton and to the Calaveras River. The diversion occurs approximately 3.2 miles upstream of the Diamond Street Bridge. The majority of the Mormon Slough watershed no longer flows between the Stockton Diverting Canal and South Commerce Street.

Work at the Diamond Street Bridge would result in 0.04 acre temporary impacts to Mormon Slough as a result of access during construction. Temporary impacts would result from water diversion and equipment access during installation of concreted RSP at the abutments. No permanent impacts to Mormon Slough below the Diamond Street Bridge are anticipated.

Work at the Aurora Street Bridge would result in 0.02 acre of temporary impacts to Mormon Slough as a result of access during construction. No permanent impacts to Mormon Slough below the Aurora Street Bridge are anticipated.

Mosher Slough: Mosher Slough flows east to west under the Santa Paula Way bridge and is a navigable waters of the U.S. from its confluence with 14 Mile Slough to five miles upstream to the Union Pacific Railroad (UPRR) tracks between I-5 and SR 99. The Project avoids temporary and permanent impacts to Mosher Slough. Repair work would be confined to the Santa Paula Way bridge deck and adjacent roadway.

Walker Slough: Walker Slough flows east to west below the Turnpike Road bridge and I-5, which is immediately west of Turnpike Road. Walker Slough is a navigable waters of the U.S. from its confluence with the San Joaquin River to 2.73 miles upstream at S El Dorado Street and the UPRR Railyard. The Project avoids both temporary and permanent impacts to Mosher Slough.

Implementation of BIO-5 will reduce potential impacts to less than significant for the Calaveras River and Mormon Slough. Implementation of BIO-5 will also reduce potential impacts to less than significant for California Central Valley steelhead.

Mitigation Measure BIO-5 (Waters and California Central Valley steelhead)

- *During construction, water quality will be protected by implementation of BMPs consistent with the City's 'Stormwater Program Best Management Practices for all Construction Sites and the most recent Caltrans Stormwater Quality Handbooks to minimize the potential for siltation and downstream sedimentation of aquatic habitats.*
- *At bridges crossing **Mormon Slough**, in-water construction activities will be restricted to the period between 15 April and the first qualifying rain event on or after 15 October (more than one half inch of precipitation in a 24-hour period), subject to the Streambed Alteration Agreement and consultation with NMFS and USFWS, unless CDFW, NMFS and/or USFWS provide approval of work outside that period. In-water work may be restricted further to work windows determined by the CVFPB. At **West Lane Bridge** over Calaveras River, in-water construction activities will be restricted to the period between 1 June and the first qualifying rain event on or after 30 September to avoid take of outmigrating juvenile California Central Valley steelhead.*
- *The temporary stream crossing of Mormon Slough at the **Diamond Street** bridge will be required to implement NS-4 "Temporary Stream Crossing" from the Caltrans (2003) Storm*

Water Quality Handbooks: Construction Site Best Management Practice Manual to minimize water quality impacts to Mormon Slough.

- *Equipment will be refueled and serviced at designated construction staging areas. All construction material will be stored and contained in a designated area that is located away from channel areas to prevent transport of materials into adjacent waterways. Appropriate BMPs will be installed to collect any discharge, and adequate materials for spill cleanup will be kept on site. Construction vehicles and equipment will be maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.*
- *The City will mitigate at a minimum 1:1 ratio for impacts to wetlands and waters of the U.S and State in accordance with the State of California's no-net-loss of wetlands policy and minimum mitigation ratio for impacts to wetlands and waters of the State. The City will comply with any compensatory mitigation requirement of a Clean Water Act Section 404 permit, Section 401 Water Quality Certification, CDFW Streambed Alteration Agreement, and Central Valley Flood Protection Board encroachment permit, as applicable.*

- d) ***Less Than Significant Impact.*** The Project occurs in a highly urbanized setting. Construction of the project could temporarily disrupt movement of native urban wildlife species that may occur in or adjacent to the Project area. Daytime construction activities will result in minimal disruption of nocturnal wildlife movement. Although construction disturbance may temporarily hinder wildlife movements within the Project area, the impact is less than significant due to its short-term nature.
- e) ***No Impact.*** The proposed Project does not anticipate the need for tree removal including native oaks. The Project does not conflict with any local policies or ordinances protecting biological resources. Also see discussion under item f below.
- f) ***Less Than Significant Impact.*** The Project is located within the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP) (SJCOG 2000) coverage area. The SJMSCP, adopted by San Joaquin County, the City, and other cities within San Joaquin County, is a comprehensive 50-year plan that was developed to provide a strategy for protecting the region's agricultural economy through balancing the need to conserve Open Space and the need to convert Open Space to non- Open Space uses. The SJMSCP and its habitat conservation fee provides for the long-term management of plant, fish, and wildlife species, especially those that are listed or eligible for listing under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA).

The SJMSCP implements a program that assesses a habitat conservation fee on participating projects that convert open space land to an urban use. The SJMSCP Habitat Map for the City of Stockton classifies the Calaveras River, Mormon Slough, Mosher Slough, and Walker Slough as '*Category D Natural Lands, Pay Zone B (Natural)*'. The proposed Project includes conducting routine maintenance activities on existing bridge structures within established City road ROW. The maintenance activities will not convert Category D Natural Lands to an Urban Use and are exempt from SJMSCP fees. The biological resource mitigation measures included in this document are sufficient to reduce potential impacts on species covered by the SJMSCP to less than significant.

5.2.5 Cultural Resources

V. CULTURAL RESOURCES—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Far Western Anthropological Research Group, Inc. prepared a ‘Cultural Resources Studies’ memorandum in 2018. The Cultural Resources Studies memo documented only the efforts undertaken as part of the initial environmental review. These efforts were limited to an archaeological survey of each of the six project sites and a review of the Caltrans Local Agency Historic Bridge Inventory.

All six bridges are listed on the Caltrans Local Agency Historic Bridge Inventory and all are listed as ‘Not Eligible for the National Register of Historic Places’. Planned work will not directly or indirectly affect any built environment resources.

Potential Environmental Effects

- a) ***No Impact.*** All six bridges are listed as ‘Not Eligible for the National Register of Historic Places’ on the Caltrans Local Agency Historic Bridge Inventory. Planned work will not directly or indirectly affect any built environment resources. The proposed Project will have no effect on historic properties or on historical resources.
- b) ***Potentially Significant Unless Mitigation Incorporated.*** The archaeological pedestrian survey did not identify archaeological deposits at any of the six bridges. Pieces of concrete and three potentially historic-era features (a wood post and fire hydrant at the Aurora Bridge, and historic culverts adjacent to the West Lane and Turnpike Bridge) were noted but not recorded. These will not be affected by planned project activities. Some shell was noted adjacent to the Turnpike and West Lane bridges but no other evidence of prehistoric occupation was found and it is likely that the shell occurs naturally within the waterways. No resources were identified in the project area during survey and therefore the project will not affect any known resources.

Although no evidence of cultural resources was found, it remains a possibility that subsurface resources could be uncovered by project construction work. The project sites have been intensively disturbed. Nevertheless, general provisions for the discovery of previously unknown cultural resources are considered appropriate. Mitigation described below sets forth procedures to be implemented to protect cultural resources should any be uncovered during project construction.

Implementation of this mitigation measure would reduce potential impacts on these resources to a level that would be less than significant.

Mitigation Measure CULT-1 (Unanticipated Discoveries)

- *If any subsurface cultural or paleontological resources are encountered during project construction, all activities shall be halted at the site of the encounter until a qualified archaeologist or paleontologist, as appropriate, can examine these materials, determine their significance and, if significant, recommend mitigation measures that would reduce potential effects to a level that is less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The project applicant shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report, consistent with the requirements of the CEQA Guidelines.*

- c) **Potentially Significant Unless Mitigation Incorporated:** The Project does not occur in an area containing unique geologic features. The project would not likely impact paleontological features. There is the possibility of accidental paleontological discoveries during construction-related ground-disturbing activities. Implementation of CULT-1 will reduce potential impacts to less-than-significant.
- d) **Less Than Significant Impact.** The archaeological pedestrian survey documents that no known cemeteries or burials occur within the project study area. Should human remains be discovered during the excavation portion of the Project, the project contract provisions will require notification of City and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.9 et seq.

5.2.6 Tribal Cultural Resources

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. Tribal Cultural Resources:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potential Environmental Effects

- a) **No Impact (applies to items i and ii).** The City of Stockton has not received in any requests in writing from California Native American tribes to be notified by through formal notification of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated.

5.2.7 Energy

Energy	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less Than Significant.** The Project does not introduce any new operational energy demands to the project area. All construction equipment would be regulated per the California Air Resources Board (CARB) In-Use Off-Road Diesel Vehicle Regulation. CARB standards for construction equipment includes measures to reduce emissions from vehicles by subjecting fleet owners to retrofit or accelerated replacement/repower requirements and imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles. Project construction would also be required to comply with all applicable SJVAPCD rules and regulations. Future road and bridge maintenance activities (e.g. vegetation control, street sweeping etc.) would likely involve the use of electric or gas-powered equipment.

The project would be required to comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, which would ensure that the future activities would be energy efficient to the maximum extent practicable. The project would not be considered to result in a wasteful, inefficient, or unnecessary use of energy, and impacts related to construction and operational energy would be considered less than significant.

- b) **No Impact:** The Project includes routine bridge and road maintenance activities at six locations in the City of Stockton.

5.2.8 Geology and Soils

VII. GEOLOGY AND SOILS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

*Mitigation
Incorporated*

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site lies within the Great Valley geomorphic province of California, which is an alluvial plain about 50 miles wide and 400 miles long in the central part of California. The Great Valley is a trough in which sediments have been deposited almost continuously since the Jurassic Era (about 160 million years ago). The City of Stockton is located in an upland portion of the San Joaquin Valley on alluvial, silt, sand, and gravel deposits of the lower terraces of the San Joaquin River.

The City of Stockton is not located in a seismic hazard zone (Alquist-Priolo Earthquake Fault Zone) therefore the risk of surface fault rupture within the City is considered low (CDOC 2019a).

There are no active or potentially active faults in the vicinity of the project. The nearest faults with recognized Quaternary displacement are the Foothill Fault Zone and Midland Fault, approximately 13 and 19 miles away, respectively. Comparatively few subsurface faults have been mapped in the northern part of the San Joaquin Valley, and the largest of these subsurface faults is the Stockton Fault. The Stockton Fault is a south-dipping reverse fault that trends east-west. The fault is not exposed at the surface and its location has been estimated from drilling logs. It appears to have a complex history, and may have experienced as much as 1,100 meters of displacement. It is not, however, a recently active fault, with most of the reported activity occurring in the Oligocene and early Miocene (i.e., approx. 10 to 30 million years before present). Furthermore, the Stockton Fault has not been classified as an “active” fault by the California Geologic Survey (CGS).

Soils present in the Project area are listed by site in Table 7 below.

Table 7. Soil Series Present at the Six Bridge Sites

Bridge Site	Mapped Soil(s)
West Lane over Calaveras River	Vignolo silty clay loam, 0 to 2% slopes Stockton silty clay loam, 0 to 2% slopes, overwashed
Pershing Avenue over Calaveras River	Jacktone-Urban land complex, 0 to 2% slopes Columbia fine sandy loam, drained, 0 to 2% slopes
Diamond Street over Mormon Slough	Yellowlark gravelly loam, 2 to 5% slopes
Aurora Street over Mormon Slough	Jacktone-Urban land complex, 0 to 2% slopes
Santa Paula Way over Mosher Slough	Jacktone-Urban land complex, 0 to 2% slopes
Turnpike Road over Walker Slough	Jacktone-Urban land complex, 0 to 2% slopes

All soils in these series formed in alluvium from mixed sources. Most soils in these series are moderately well-drained, except Stockton silty clay loam and Jacktone-Urban land complex, which are somewhat poorly drained soils. The Vignolo series consists of slightly alkaline, silty clay loam to clay loam on low fan terraces and alluvial fans. The Stockton series consists mostly of moderately alkaline clay in basins or swales of drainage ways. The Jacktone series consists mostly of neutral to strongly alkaline clay in or along the rim of basins. The Columbia series consists mostly of slightly acidic fine sandy loam on floodplains and natural levees. The Yellow lark series consists mostly of strongly acidic gravelly loam on intermediate fan terraces and stream terraces.

Potential Environmental Effects

a) ***i) Less Than Significant Impact.*** The City of Stockton is not located in a seismic hazard zone (Alquist-Priolo Earthquake Fault Zone). Surface fault rupture is associated with being located on or within close proximity of an active fault. Because the City is not within, and does not cross, an Alquist-Priolo Earthquake Fault Zone, the risk of surface fault rupture within the City is considered low. Therefore, the Project will not rupture a fault mapped on the most recent Alquist-Priolo Earthquake Fault Zoning Map.

ii) Less Than Significant Impact. Earthquake shaking hazards are calculated by projecting earthquake rates based on earthquake history and fault slip rates, the same data used for calculating earthquake probabilities (CDOC 2019a). Calculations of earthquake shaking hazard for California are part of a cooperative project between USGS and California Geologic Survey (CGS), and are part of the National Seismic Hazard Maps. CGS Map Sheet 48 (revised 2016) shows potential seismic shaking based on National Seismic Hazard Map calculations plus amplification of seismic shaking due to the near surface soils. The City of Stockton County is located in a region ‘*distant from known, active faults and will experience lower levels of shaking less frequently. In most earthquakes, only weaker, masonry buildings would be damaged. However, very infrequent earthquakes could still cause strong shaking here.*’ The Project is not in a seismic hazard zone.

iii) Less Than Significant Impact. Per the City General Plan Draft Environmental Impact Report based on reviews of local geotechnical investigations, including an investigation in support of courthouse in Downtown Stockton, much of the shallow sediments beneath the City is dominated by

clays and clay-rich deposits (City of Stockton 2018b). These soil types are less susceptible to liquefaction behavior. Therefore, the likelihood of substantial adverse effects from the Project to seismically-triggered liquefaction is considered low and the impact from implementation of the proposed Project would be less than significant.

iv) No Impact. The Project area is relatively flat and not susceptible to landslide hazards. There would be no impact.

- b) ***Less Than Significant Impact.*** Construction of the proposed project could introduce sediments and other contaminants typically associated with construction into stormwater runoff. The SWRCB is responsible for implementing the Clean Water Act and has issued a statewide General Permit (Water Quality Order 2009-0009-DWQ) for construction activities. In the Project area, the Construction General Permit is implemented and enforced by the Central Valley Regional Water Quality Control Board (CVRWQCB). Projects resulting in disturbance of one acre or more are required to obtain coverage under the Construction General Permit. The proposed Project will require coverage under the SWRCB Construction General Permit.

In accordance with the requirements of the Construction General Permit, prior to construction of the proposed project, a risk assessment must be prepared and submitted to the CVRWQCB to determine the project's risk level and associated water quality control requirements. These requirements will, at a minimum, include the preparation and implementation of a SWPPP identifying specific best management practices (BMPs) to be implemented and maintained on the site in order to comply with the applicable effluent standards.

Compliance with the various requirements of the City's Storm Water Management Plan and SWRCB statewide general permit for construction ensure that water quality impacts during the construction phase of the proposed project would be minimized. Measure BIO-5 requires implementation of BMPs consistent with City's 'Stormwater Program Best Management Practices for all Construction Sites and the Caltrans Stormwater Quality Handbooks to protect water quality and minimize the potential for siltation and downstream sedimentation. Construction activities will include implementation of stormwater runoff BMPs. Application of these requirements and measures would prevent substantial erosion or topsoil loss.

- c) ***No Impact.*** The Project does not include activities that would result in soil units onsite becoming unstable, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse.
- d) ***Less Than Significant Impact.*** Expansive soils that may swell enough to cause problems with paved surfaces are generally clays falling into the AASHTO A-6 or A-7 groups, or classified as CH, MH, or OH by the Unified Soil Classification System (USCS), and with a Plasticity Index greater than about 25 as determined by ASTM D4318. Chapter 610 of the Caltrans Highway Design Manual (2012) defines an expansive subgrade to include soils with a Plasticity Index greater than 12 (Caltrans 2012). AASHTO group classification is a system that classifies soils specifically for geotechnical engineering purposes that are related to highway and airfield construction. It is based on particle-size distribution and Atterberg limits, such as liquid limit and plasticity index.

AASHTO and USCS classification for the soils in the Project area are listed in Table 8 (NRCS 2019). The NRCS Web Soil Survey indicates the maximum plasticity index of soils in the Project area ranges

from 9.8 to is 27.5 (NRCS 2019). Soils in the Project area may have a moderate to high expansion potential.

Table 8. AASHTO and USCS soil classes for Project area

Soil Units In Project Area	Classification	
	AASHTO	USCS
Columbia fine sandy loam, drained, 0 to 2% slopes	A-4	CL: Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
Jacktone-Urban land complex, 0 to 2% slopes	A-7	CH: Inorganic clays of high plasticity, fat clays
Stockton silty clay loam, 0 to 2% slopes, overwashed	A-6	ML: Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
Vignolo silty clay loam, 0 to 2% slopes	A-6	CL: Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
Yellowlark gravelly loam, 2 to 5% slopes	A-4	SC-SM: SC= Clayey sands, sand-clay mixtures SM=Silty sands, sand-silt mixtures

The Project is being designed in accordance with the special engineering or construction considerations outlined in Chapter 610 "Engineering Considerations" of the Highway Design Manual, California Transportation Department, as applicable. Because the project is being designed in accordance with the Caltrans Highway Design Manual and will consider and address expansive soils impacts are considered less than significant.

- e) **No Impact.** The proposed Project is a surface transportation project. Septic tanks and alternative wastewater disposal systems are not part of the Project.

5.2.9 Greenhouse Gas Emissions

VIII.GREENHOUSE GAS EMISSIONS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

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

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

In 2009 the SJVAPCD adopted Guidance Methodology for addressing GHG emissions under CEQA and a Climate Change Action Plan (CCAP). The adopted a CCAP identifiers strategies to reduce GHG emissions in the SJVAPCD. The SJVAPCD’s methodology includes the following tiered approach:

- If a project is exempt from CEQA, individual-level and cumulative GHG emissions are treated as less than significant.
- If the project complies with a GHG emissions reduction plan or mitigation programs that avoid or substantially reduce GHG emissions in the geographic area where the project is located (i.e., city or county), individual-level and cumulative GHG emissions are treated as less than significant.
- SJVAPCD does not have thresholds of significance for construction-related GHG emissions. Construction emissions are one-time, nonrecurring emissions. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires its first major renovation. Therefore, construction emissions are amortized over a 30-year duration and included in the operational emissions analysis for informational purposes. GHG emissions from construction activity are therefore not assumed to significantly contribute to cumulative GHG emissions impacts of the proposed project.

The San Joaquin County Council of Governments (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 role of SJCOG is to foster intergovernmental coordination - within San Joaquin County - and with neighboring jurisdictions; the other regional agencies for in the San Joaquin Valley; the state of California; and various Federal agencies. SJCOG serves as the agency responsible for adopting a Regional Transportation Plan, a Regional Transportation Improvement Program which programs state funds within the region's boundaries. In addition, it gives SJCOG planning and coordination responsibilities over most federal and state funding programs for transportation administered by the State of California.

Potential Environmental Effects

- a) **Less Than Significant Impact.** Construction of the proposed Project would generate short-term emissions of GHG. The proposed Project does not increase the capacity of the streets involved and would not increase operational GHG levels. Project impacts area less than significant.
- b) **Less Than Significant Impact.** The Project is identified and evaluated in the SJCOG 2018 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) as grouped project SJ07-3002 (CTIPS ID # 212-0000-0272) (SJCOG 2018). The 2018 RTP/SCS is the applicable GHG emissions reduction plan for the Project. Projects included in the RTP/SCS have been determined to be consistent with the planning goals of the State Implementation Plan. The Project will not conflict with the applicable GHG reduction plan as it was included in the 2018 RTP/SCS analysis.

5.2.10 Hazards and Hazardous Materials

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

Environmental Setting

Initial Site Assessments (ISA) were conducted for each of the six bridge sites (Pinnacle Environmental 2019a-f). The ISAs provide information regarding whether the proposed Project could be significantly affected by potential recorded or readily visible ASTM Recognized Environmental Conditions (RECs) that may be present at the subject sites. Recommendations for further action are provided as applicable.

A regulatory agency database review for locations included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (The Cortese list') was conducted as part of the ISA. No listed hazardous materials or waste sites were reported within the project area.

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, and solvents). Implementation of the proposed Project would continue the use, transport, and disposal of potentially hazardous materials on and in the vicinity of the project site, similar to existing conditions. The Project is required to comply with federal, state, and local regulations regarding the storage, handling, transportation, disposal, and cleanup of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less-than-significant impact.
- b) ***Potentially Significant Unless Mitigation Incorporated:*** The ISAs for the Project sites identified the following potentially hazardous materials at each of the six bridge sites (Pinnacle Environmental 2019a-f):
 - Potential asbestos in bridge concrete
 - Potential for Aerially Deposited Lead (ADL) within the project area soils
 - Ash/burned debris beneath or adjacent to bridges
 - Regulated wastes (e.g. tires, electronics)
 - Pavement striping may contain lead chromate

In addition, at the Aurora Street site:

- Three areas of apparent used oil saturated soils from illicit dumping were located at the southwest abutment corner, the southeast abutment corner (at a natural gas pipeline elbow), and on the northern slough bank about 10 feet west of the bridge (at a wrought iron fence).

Implementation of HAZ-1 will reduce potential impacts to less than significant.

Mitigation Measure HAZ-1 (Testing and Remediation)

- *Project specifications/ contract provisions will require preconstruction testing and remediation of potential recognized environmental concerns (REC) in accordance with the most recent applicable Caltrans Standard Specifications. REC's identified at the West Lane Bridge over Calaveras River, Pershing Avenue Bridge over the Calaveras River, Aurora Street Bridge over Mormon Slough, Aurora Street Bridge over Mormon Slough, Santa Paula Way Bridge over Mosher Slough, and Turnpike Road Bridge over Walker Slough include ADL, ash/burned debris, regulated/ non-regulated wastes, and pavement striping.*

- *In addition to the REC's identified above, a REC for apparent used oil dumping was identified at the Aurora Street site. Project specifications/ contract provisions will require preconstruction testing and remediation of potential used oil dumping REC in accordance with the most recent applicable Caltrans Standard Specifications, as applicable.*
- *Handling, storage, use, and disposal of hazardous materials during construction will comply with all applicable local, state, and federal standards.*

- c) **Less Than Significant Impact.** Kennedy Elementary School occurs immediate northeast of the Santa Paula Way site. The Walton Special Center School, Kohl Elementary School, and Stagg High School occur within 0.25 mile of the Pershing Av. site. Taft Elementary School is located approximately 0.24 mile southeast of the Turnpike Road site. As noted above, Project construction would involve the short-term handling of hazardous materials during construction. Any potential construction-related hazardous releases or emissions would be from commonly used materials such as fossil fuels, solvents, and paints and would not include substances listed in 40 CFR 355 “*Extremely Hazardous Substances and Their Threshold Planning Quantities.*” Handling and storage of hazardous materials during construction would comply with all applicable local, state, and federal standards. The Project does not include any operational impacts. Project impacts are less than significant.
- d) **No Impact.** A regulatory agency database review for locations included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (The Cortese list’) was conducted as part of the ISAs (Pinnacle Environmental 2019a-f). No listed hazardous materials or waste sites were reported within the project area.
- e) **No Impact.** The Project is not located within two miles of a public airport or public use airport and no private air strips occur in close proximity to the Project. The Stockton Metropolitan airport is located approximately 2.33 miles southeast of the southernmost Project site (Turnpike Road over Walker Slough).
- f) **No Impact.** See response of item e) above.
- g) **Less Than Significant Impact.** Project construction may include controlled traffic and potential short term temporary lane closures at all sites. Project construction activities would be coordinated with local law enforcement and emergency services providers as applicable.
- h) **Less Than Significant Impact.** The completed Project will not expose people or structures to a new or increased significant risk of loss, injury or death involving wildland fires. Project construction activities would be coordinated with local law enforcement and emergency services providers as needed.

5.2.11 Hydrology and Water Quality

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

Environmental Setting

The City prepared a Water Quality Assessment memo for the Project and Caltrans approved the memo in March 2019 (Sycamore Environmental 2019d). The memo was prepared using guidance provided in ‘2012 Water Quality Assessment Report Content and Recommended Format’ and ‘Revised Scoping Questionnaire for Water Quality Issues’. The memo concludes the following regarding short- and long-term project related water quality impacts:

- **Short-Term Water Quality Impacts:** Project grading, equipment operations/ maintenance including use of fuels/ lubricants/ batteries/ coolants, are the primary activities and materials that have the potential to pollute stormwater. Potential impacts to waterbodies will be avoided through the implementation of a water pollution prevention plan and avoidance measures during construction.
- **Long-Term/ Cumulative Water Quality Impacts:** No negative long term or cumulative water quality impacts were identified. The Project will likely result in long term positive affects to Walker Slough, Mormon Slough, Calaveras River and Mosher Slough in the Project area. Scour and erosion

countermeasures will reduce sedimentation in the Project area. Improved drainage on bridge decks and approaches will reduce potential localized flooding and pollutant loading from run-off.

Walker Slough at Turnpike Road is within Zone AE (FEMA 2009). Mormon Slough at Diamond Street and Aurora Street, the Calaveras River at Pershing Avenue and West Lane, and Mosher Slough at Santa Paula Way are located in Zone A (FEMA 2009). FEMA flood map Zones A and AE are both defined as being inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

All water bodies within the Project area are regulated by the Central Valley Flood Protection Board. The Project will not alter the current height or freeboard of the bridges. The Project does not include any activities that will encroach on the existing floodplain.

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** Construction of the proposed project could introduce sediments and other contaminants typically associated with construction into stormwater runoff. Stormwater flowing over the project features during construction could carry various pollutants downstream such as sediment, nutrients, bacteria and viruses, oil and grease, heavy metals, organics, pesticides, and miscellaneous waste. These pollutants could originate from soil disturbances, construction equipment, building materials, and workers. Erosion potential and water quality impacts are always present during construction and occur when protective vegetative cover is removed and soils are disturbed.

The SWRCB and RWQCB's are responsible for implementing the Clean Water Act Section 402 (National Pollutant Discharge Elimination System, NPDES) in California. The NPDES stormwater program regulates some stormwater discharges from three potential sources: municipal separate storm sewer systems (MS4s), construction activities, and industrial activities. Under its Section 402 responsibility the SWRCB issued a statewide Construction General Permit (Water Quality Order 2009-0009-DWQ) for construction activities. Projects resulting in disturbance of one acre or more are required to obtain coverage under the Construction General Permit. The proposed Project will require coverage under the SWRCB Construction General Permit. In accordance with the requirements of the Construction General Permit, prior to construction of the proposed project, a risk assessment must be prepared and submitted to the CVRWQCB to determine the project's risk level and associated water quality control requirements. These requirements will, at a minimum, include the preparation and implementation of a SWPPP identifying specific best management practices (BMPs) to be implemented and maintained on the site in order to comply with the applicable effluent standards." In the Project area, the Construction General Permit is implemented and enforced by the Central Valley Regional Water Quality Control Board (CVRWQCB).

Compliance with the various requirements of the City's Storm Water Management Plan and SWRCB statewide general permit for construction ensure that water quality impacts during the construction phase of the proposed project would be minimized. Measure BIO-5 requires implementation of BMPs consistent with City's 'Stormwater Program Best Management Practices for all Construction Sites and the Caltrans Stormwater Quality Handbooks to protect water quality and minimize the potential for siltation and downstream sedimentation. Construction activities will include implementation of stormwater runoff BMPs.

As per the Final California 2014/ 2016 Integrated Report (303(d) List/305(b) Report) (SWRCB 2018b), Walker Slough in the Project area is identified as Category 4A water body. Category 4A listed waters are water segments where all its 303(d) listings are being addressed and at least one of those listings is being addressed by a USEPA-approved total maximum daily load (TMDL). Walker Slough was listed as a Category 4A water body due to:

- **Indicator Bacteria:** The source of the pollutant is unknown. The USEPA approved a TMDL on 13 May 2008 titled Stockton Area Sloughs and Rivers – Pathogens. This segment of Walker Slough is considered to be exceeding standards but being addressed by a USEPA-approved TMDL.

Mormon Slough within the Project area is identified as a Category 5 water body. Category 5 listed waters are water segments where standards are not met and a TMDL is required, but not yet completed, for at least one of the pollutants. Mormon Slough is listed as a Category 5 water body due to:

- **Indicator Bacteria:** The source of the pollutant is unknown and a TMDL is expected to be completed by 2027.
- **Propanil (DCPA mono- and di-acid degrad):** A commonly used contact herbicide in the U.S. Propanil is heavily used in rice production. The Regional and State Board recommended against placing this segment of Mormon Slough on the 303(d) list (TMDL required list) for Propanil during the 2014 Integrated Report review cycle.

The Calaveras River within the Project area is identified as a Category 5 water body due to:

- **Diazinon:** A nonsystemic organophosphate insecticide used heavily in the 1970s and 1980s for general purpose gardening and indoor pest control. Residential uses of diazinon were outlawed in the U.S. in 2004, but it is still approved for agricultural uses. The source of the diazinon is identified as Agriculture. The USEPA approved a TMDL on 10 October 2007 titled the Delta Diazinon and Chlorpyrifos Project. This segment of the Calaveras River is considered to be impaired by diazinon, but the impairment is being addressed by the TMDL.
- **Mercury:** The sources for mercury in this segment of the Calaveras River include agricultural return flows, atmospheric deposition, highway/road/bridge runoff, industrial point sources, municipal point sources, natural sources, resource extraction, and urban runoff/ storm sewers. The USEPA approved a TMDL on 20 October 2011 titled the Delta Methylmercury TMDL Project. No new data was provided for the 2014 Integrated Report. The water body is considered impaired but being addressed by the TMDL.
- **Organic Enrichment/ Low Dissolved Oxygen:** Organic enrichment is the loading of rotting organic material in a water body. Organic enrichment can be inversely related to Dissolved Oxygen. Low Dissolved Oxygen negatively affects Aquatic life. The source of this pollutant is unknown. Expected TMDL Completion Date was 2012. The TMDL has not been completed.
- **Chlorpyrifos:** An organophosphate insecticide, acaricide and miticide used primarily to control foliage and soil-borne insect pests on a variety of food and feed crops. The source of the Chlorpyrifos is agriculture. The USEPA approved a TMDL on 10 October 2007 titled the Delta

Diazinon and Chlorpyrifos Project. This segment of the Calaveras River is considered to be impaired by Chlorpyrifos, but the impairment is being addressed by the TMDL.

- **Indicator Bacteria/ *Escherichia coli*:** Bacteria found in the environment, foods, and intestines of people and animals. The source of the E. coli is Urban Runoff/ Storm Sewers. The USEPA approved a TMDL on 13 May 2008 titled the Stockton Area Sloughs and Rivers - Pathogens. No new data was available for the 2014 Integrated Report. The impairment is being addressed by the TMDL.

Mosher Slough within the Project area is identified as a Category 5 water body due to:

- **Chlorpyrifos:** An organophosphate insecticide, acaricide and miticide used primarily to control foliage and soil-borne insect pests on a variety of food and feed crops. The source of the Chlorpyrifos is Urban Runoff/ Storm Sewers. The USEPA approved a TMDL on 10 October 2007 for the Delta Diazinon and Chlorpyrifos Project. This segment of the Mosher Slough is considered to be impaired by Chlorpyrifos, but the impairment is being addressed by the TMDL.
- **Diazinon:** A nonsystemic organophosphate insecticide used heavily in the 1970s and 1980s for general purpose gardening and indoor pest control. Residential uses of diazinon were outlawed in the U.S. in 2004, but it is still approved for agricultural uses. The source of the diazinon is identified as Urban Runoff/ Storm Sewers. The USEPA approved a TMDL on 10 October 2007 for the Delta Diazinon and Chlorpyrifos Project. This segment of Mosher Slough is considered to be impaired by diazinon, but the impairment is being addressed by the TMDL.
- **Mercury:** The sources for mercury in this segment of Mosher Slough include agricultural return flows, atmospheric deposition, highway/road/bridge runoff, industrial point sources, municipal point sources, natural sources, resource extraction, and urban runoff/ storm sewers. The USEPA approved a TMDL on 20 October 2011 for the Delta Methylmercury TMDL Project. No new data was provided for the 2014 Integrated Report. The water body is considered impaired but being addressed by the TMDL.
- **Organic Enrichment/ Low Dissolved Oxygen:** Organic enrichment is the loading of rotting organic material in a water body. Organic enrichment can be inversely related to Dissolved Oxygen. Low Dissolved Oxygen negatively affects Aquatic life. The source of this pollutant is unknown. Expected TMDL Completion Date is 2027.
- **Azinphos-methyl (Guthion):** Azinphos-methyl is the active ingredient in the organophosphate pesticide Guthion. The use of this pesticide has been fully banned in the U.S. since 2013. The Regional and State Board recommended against placing this segment of Mosher Slough on the 303(d) list (TMDL required list) for Azinphos-methyl (Guthion) during the 2014 Integrated Report review cycle.
- **Simazine:** An herbicide used to control broad-leaved weeds and annual grasses. The Regional and State Board recommended against placing this segment of Mosher Slough on the 303(d) list (TMDL required list) for Simazine during the 2014 Integrated Report review cycle.

- **Indicator Bacteria:** The source of the pollutant is unknown. The USEPA approved a TMDL on 13 May 2008 titled the Stockton Area Sloughs and Rivers - Pathogens. No new data was available for the 2014 Integrated Report. The impairment is being addressed by the TMDL.

None of the pesticides, herbicides, or other contaminants for which there are TMDLs will be used for the Project. Several USEPA-approved TMDLs are being implemented within the Project area including the Stockton Area Sloughs and Rivers – Pathogens Project, the Delta Diazinon and Chlorpyrifos Project, and the Delta Methylmercury TMDL Project. The Project will not interfere with or otherwise obstruct implementation of these TMDLs. BMPs would be utilized during and after construction to control potential discharges of pollutants to surface water as needed.

The Calaveras River, Mosher Slough, Mormon Slough, and Walker Slough are located within the boundaries of the Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board (RWQCB), Central Valley Region (Region 5). Water quality standards consist of beneficial uses and water quality objectives, as defined in the Basin Plan. The Basin Plan lists (designates) beneficial uses applicable to major waterbodies located within the Central Valley including waterbodies within the legal boundary of the Sacramento-San Joaquin Delta. Since a portion of all four waterbodies are situated within the legal boundary of the Delta, those beneficial uses apply. The existing Sacramento-San Joaquin Delta beneficial uses are those listed in Table II-1 of the Basin Plan (RWQCB 2016). Beneficial uses for Calaveras River, Mosher Slough, Mormon Slough, and Walker Slough are the same as those for the Sacramento-San Joaquin Delta listed in Table 9 below.

Table 9. Beneficial Uses Sacramento-San Joaquin Delta and Ground Water Basin 5-022.01

	MUN	Agriculture		Industry			Recreation			Freshwater Habitat		Migration		Spawning		WILD	NAV	
		AGR		PROC	IND	POW	REC-1	REC-2	COMM	Warm	Cold	MIGR		SPWN				
	Municipal and domestic Supply	Irrigation	Stock watering	Process	Service supply	Power	Contact	Canoe and Rafting	Other Noncontact	Commercial and Sport Fishing	Warm	Cold	Warm	Cold	Warm	Cold	Wildlife habitat	Navigation
Sacramento San Joaquin Delta	E	E	E	E	E	--	E	--	E	E	E	E	E	E	E	E	E	--
Ground Water Basin 5-022.01	E	E	E	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-

The Project does not include activities that would affect the beneficial uses and water quality objectives, as defined in the Basin Plan. Project impacts are less than significant.

- b) **No Impact.** The Project would not involve any withdrawals from an aquifer or groundwater table and would not interfere with groundwater recharge.
- c) **Less Than Significant Impact.** Implementation of project activities may result in minor changes in site drainage. The proposed Project does not include activities that will change the course of any stream or river.
- d) **Less Than Significant Impact.** See response to item ‘c’ above.

- e) **Less Than Significant Impact.** The Project would not provide additional sources of runoff compared with the existing bridges. Any minor increase of impervious surface area resulting from repairs to the approaches or installation of concreted RSP is not expected to contribute to a substantial increase in water runoff from the site.
- f) **No Impact.** No additional impacts other than those discussed above are anticipated.
- g) **No Impact.** Walker Slough at Turnpike Road is within Zone AE (FEMA 2009). Mormon Slough at Diamond Street and Aurora Street, the Calaveras River at Pershing Avenue and West Lane, and Mosher Slough at Santa Paula Way are located in Zone A (FEMA 2009). FEMA flood map Zones A and AE are both defined as being inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

All water bodies within the Project area are regulated by the Central Valley Flood Protection Board. The Project will not alter the current height or freeboard of the bridges. The Project does not include any activities that will encroach on the existing floodplain.
- h) **No Impact.** See response to item g) above.
- i) **No Impact.** The Project does not propose activities that would increase flood risk.
- j) **No Impact.** The Project is not in an area subject to seiche or tsunami.

5.2.12 Land Use and Planning

XI. LAND USE AND PLANNING—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The 2018 *Envision Stockton 2040 General Plan* is the relevant land use plan for the project area. The Project occurs within existing City street ROW.

Potential Environmental Effects

- a) **No Impact.** The Project includes conducting maintenance activities on existing City road and bridges at six locations and would not physically divide an established community.
- b) **No Impact.** The proposed Project is consistent with the City General Plan.
- c) **No Impact.** The Project is consistent with the SJMSCP.

5.2.13 Mineral Resources

XII. MINERAL RESOURCES—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The mineral resource development potential of lands in California are classified by the State Geologist into Mineral Resource Zones (MRZs), in accordance with the California Mineral Land Classification System. According to the California Geologic Survey the City of Stockton including all six project sites is classified as MRZ-1 (CDOC 1989). MRZ-1 is defined as ‘Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.’

Potential Environmental Effects

- a) ***No Impact.*** The Project would not impact the availability of mineral resources that are locally important or would be of value to the state.
- b) ***No Impact.*** See response to item a).

5.2.14 Noise

XIII.NOISE—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

expose people residing or working in the project area to excessive noise levels?

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

Environmental Setting

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

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

Land uses surrounding the proposed project site consist of residential, commercial and industrial land uses. Noise sensitive land uses are typically defined as residences, schools, institutions, places of worship, hospitals, care centers and hotels. Noise-sensitive land uses adjacent to the project sites include residential and educational.

The City of Stockton has established noise compatibility standards for various land uses in the Health and Safety (and Noise) Element of the 2035 City of Stockton General Plan (City of Stockton 2018a). The City of Stockton General Plan prohibits the development of new commercial, industrial, or other noise-generating land uses adjacent to existing residential uses, and other sensitive noise receptors such as schools, health care facilities, libraries, and churches if noise levels are expected to exceed 70 dBA Community Noise Equivalent (CNEL) measured at the property line of the noise sensitive land use.

Municipal Code Section 16.60.030 includes restrictions on construction noise. Operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m., so that the sound creates a noise disturbance across a residential property line, is prohibited, except for emergency work of public service utilities. Construction activities within the daytime hours of 7:00 a.m. and 10:00 p.m. are considered to be exempt from the noise control provisions of the Municipal Code.

The City prepared a ‘Construction Noise Technical Memorandum’ for the Project that was approved by Caltrans on 9 November 2018 (Sycamore Environmental 2018a). The memorandum includes a discussion of the proposed Project, the physical setting of the Project, and provides data as applicable to construction noise. The memo concludes ‘*The Project is a Type III project as per 23 CFR 772. No further noise analysis is required and noise abatement need not be considered. The Project is exempt from Noise Standards in Chapter 16.60 of the Stockton Municipal Code because it is a construction operation on a public right-of-way. Project plans and specifications include provisions requiring the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and maintenance of muffler systems.*’

Potential Environmental Effects

- a) **(Construction Noise) Less Than Significant Impact.** Construction activities could increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar factors. These increases would be temporary. Given that the Project contractor would adhere to applicable City construction-related noise standards, this impact considered less than significant.
(Operational Related Noise) No Impact. The proposed routine maintenance activities will not increase the capacity of the project roadways. The post project noise levels in the Project vicinity will be unchanged from the pre-project condition.
- b) **Less Than Significant Impact.** Project construction includes activities, such as operation of large pieces of equipment (e.g., heavy trucks) which may result in the periodic, temporary generation of ground-borne vibration. The Project does not introduce new sources of ground-borne vibration. Given the nature of any potential ground-borne vibration and given that any impacts would be temporary and periodic, potential impacts are less than significant.
- c) **Less Than Significant Impact.** See response to Item ‘a’ above.
- d) **Less Than Significant Impact.** See response to Item ‘a’ above.
- e) **No Impact.** The Project is not located within an airport land use plan area or within two miles of a public or public use airport. The Stockton Metropolitan airport is located approximately 2.33 miles southeast of the southernmost Project site (Turnpike Road over Walker Slough).
- f) **No Impact.** The Project is not located within the vicinity of a private airstrip.

5.2.15 Population and Housing

XIV. POPULATION AND HOUSING—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potential Environmental Effects

Environmental Setting

The Project includes conducting routine maintenance at six bridge locations in the City. The Project is not growth inducing, and does not include right of way acquisition or new housing.

- a) **No Impact.** The routine maintenance of road and bridge structures in the City will not induce growth.
- b) **No Impact.** The Project does not include any activities that would result in the displacement of housing or people.
- c) **No Impact.** See response to item b).

5.2.16 Public Services

XV. PUBLIC SERVICES—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project includes conducting routine maintenance at six bridge locations in the City.

Potential Environmental Effects

- a) **No Impact.** The potential environmental impacts resulting from routine maintenance activities at the six locations within the City are evaluated in this document. No other new or physically altered governmental facilities would be needed.

5.2.17 Recreation

XVI. RECREATION:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Environmental Setting

The Project includes conducting routine maintenance at six bridge locations in the City. The Project is not growth inducing, and does not include right of way acquisition or new housing.

The Calaveras River Bike Path bisects the Project area at the Lane Avenue and Pershing Street sites. A pedestrian/ bicycle trail occurs immediately south of the Santa Paula Way bridge. Loch Lomond Park occurs immediately southeast of the Santa Paula Way bridge.

Potential Environmental Effects

- a) **No Impact.** The Project is not growth inducing. The Project would not increase the use of existing parks in the area and does not include the construction of any recreational facilities.
- b) **No Impact.** See response to item a above.

5.2.18 Transportation/Traffic

XVII. TRANSPORTATION/TRAFFIC—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The purpose of the Project is to preserve the City's road and bridge infrastructure by conducting routine bridge preventative maintenance activities with the objective of eliminating deficiencies including deck cracking, abrasion and scour on the columns, leaking joint seals, and railing deficiencies.

Potential Environmental Effects

- a) ***No Impact.*** The Project would not change the amount of traffic on West Lane, Pershing Avenue, Diamond Street, Aurora Street, Santa Paula Way, or Turnpike Road, or other local roads because it is not a new development or growth inducing project. A temporary minor increase in traffic during Project construction could occur as the result of worker trips to the site and material delivery. Project construction activities would be coordinated with local law enforcement and emergency services providers as applicable.
- b) ***No Impact.*** See response to Item a) above.
- c) ***No Impact.*** The Project would not result in a change in air traffic patterns.
- d) ***No Impact.*** The Project does not include features that introduce or exacerbate any transportation of traffic hazards due to a design feature.
- e) ***Less Than Significant Impact.*** Construction will require temporary traffic closures. Project construction activities would be coordinated with local law enforcement and emergency services providers as applicable.
- f) ***Less Than Significant Impact.*** Construction of the Project may temporarily interrupt parking and circulation near the Project sites. The Project would not result in an increase in demand for parking in the vicinity of the Project. Any impacts to parking and circulation are considered less than significant due to their minimal nature and short duration.
- g) ***Potentially Significant Unless Mitigation Incorporated.*** The Calaveras River Bike Path bisects the Project area at the Lane Avenue and Pershing Street sites. A pedestrian/ bicycle trail occurs immediately south of the Santa Paula Way bridge. The portions of the Calaveras River Bike Path pedestrian/ bicycle trail in the Project area may be temporarily closed during construction. This would be done as a safety precaution to limit the public's contact with construction activities. Implementation of mitigation measure TRANS-1 will reduce potential impacts to bicyclist and pedestrians to less than significant.

Mitigation Measure TRANS-1 (Calaveras River Bike Path, pedestrian/ bicycle trail)

- *Where construction results in temporary closures of sidewalks and other pedestrian facilities, the City shall provide temporary pedestrian access, through detours or safe areas along the construction zone. Where construction activity results in bike route or bike path closures, appropriate detours shall be defined. Signs shall be placed along the closed bike path a minimum of 7 days prior to bike path closure notifying bicyclists of the proposed construction activities and duration of bike path closure. Notifications posted along the bike path shall include the locations of detours and alternate routes to avoid conflicts with the construction area.*

5.2.19 Utilities/ Service Systems

XVIII. UTILITIES AND SERVICE SYSTEMS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Wastewater treatment and collection services in the City of Stockton are provided by the City. Sewage treatment services are provided at the City's Regional Wastewater Control Facility (RWCF), located on Navy Drive in Stockton. The Project does not require wastewater service.

Water purveyors in the Project area include the City of Stockton Municipal Utilities Department and the California Water Service Company. The Project does not require water service.

Stormwater drainage in the vicinity is managed by the City of Stockton. The project site is served by the City's stormwater collection system. The Project does not include activities that would affect the City's stormwater collection system.

The City has two franchise haulers, Waste Management and Republic Services, that provide solid waste collection services (City of Stockton 2019). Solid waste from Stockton is taken to the Forward Landfill in Manteca or the North County Landfill in Lodi. During inclement weather, occasional loads are taken to the Lovelace Material Recovery Facility in Manteca. Solid waste from Lovelace is disposed at Foothill Landfill in Linden. Construction and demolition material and some commercial loads are processed at the East Stockton Transfer Station. Residuals from the East Stockton Transfer Station are disposed at Forward Landfill (City of Stockton 2018b).

Potential Environmental Effects

- a) **No Impact.** The Project is routine maintenance at six bridge locations in the City. The Project does not include activities that will affect utilities or service systems.
- b) **No Impact.** See response to item a.
- c) **No Impact.** See response to item a.
- d) **No Impact.** See response to item a.
- e) **No Impact.** See response to item a.
- f) **No Impact.** Solid waste generated by the Project would be limited to construction debris. Solid waste disposal would occur in accordance with federal, state, and local regulations. Disposal would occur at permitted landfills. Therefore, the Project would not generate the need for new solid waste facilities.
- g) **No Impact.** The Project would conform to all applicable state and federal solid waste regulations.

5.2.20 Wildfire

XIX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project;	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project is not located in a Fire Hazard Severity Zone in the State Responsibility Area (SRA) per the 2007 CAL FIRE Fire Hazard Severity Zones in SRA maps. No portion of San Joaquin County is in a ‘Very High Fire Hazard Severity Zone’ (CAL FIRE 2019).

Potential Environmental Effects

- a-d) **No Impact.** The Project is not located in a Fire Hazard Severity Zone in the State Responsibility Area (SRA) per the 2007 CAL FIRE Fire Hazard Severity Zones in SRA maps. No portion of San Joaquin County is in a ‘Very High Fire Hazard Severity Zone’ (CAL FIRE 2019).

5.2.21 Mandatory Findings of Significance

XX. MANDATORY FINDINGS OF SIGNIFICANCE (To be filled out by Lead Agency if required)	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a) <i>Potentially Significant Unless Mitigation Incorporated.</i> Through the use of Best Management Practices and the mitigation measures noted previously, the Project will not degrade the quality of the environment.</p> <p>b) <i>Less than Significant.</i> The Project is consistent with the General Plan and would not result in individually limited but collectively significant impacts. Therefore, the project would not cause any additional environmental effects or significantly contribute to a cumulative impact.</p> <p>c) <i>Less than Significant.</i> The Project would not result in substantial direct or indirect adverse effects from noise, either during project construction or operation, nor would it result in impacts to air quality, water quality or utilities and public services. Therefore, the Project would not cause substantial adverse effects on human beings.</p>				

6. Supporting Information Sources

6.1 Report Preparation

City of Stockton, Public Works Department, CEQA Lead Agency

Ahbid Mohammad Associate Engineer

MGE

Wes Sennett, PE Project Engineer

Sycamore Environmental Consultants, Inc.

Jeffery Little Vice President

Leane Dunn, M.F. Project Manager

Aramis Respall CAD/GIS Analyst

6.2 References

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Appendix A: Mitigation Monitoring and Reporting Plan

FINAL
MITIGATION MONITORING AND REPORTING PLAN
City of Stockton
Bridge Rehabilitation and Replacement Project (PW1603/BPMP-5008(157))

SCH # 2020029023

CEQA LEAD AGENCY:
City of Stockton

PREPARED:
March 2020

ADOPTED BY THE CITY OF STOCKTON ON: _____

Introduction

Purpose

The City of Stockton, Public Works Department is proposing various maintenance repairs to six bridges in the City. The purpose of the Project is to preserve the City's road and bridge infrastructure by conducting routine bridge preventative maintenance activities with the objective of eliminating deficiencies including deck cracking, abrasion and scour on the columns, leaking joint seals, and railing deficiencies.

As described in the IS/MND, the Project itself incorporates a number of measures to minimize adverse effects on the environment. The IS/MND also identified several mitigation measures that are required to reduce potentially significant impacts to levels that are less than significant. This Mitigation Monitoring and Reporting Plan (MMRP) describes a program for ensuring that these mitigation measures are implemented in conjunction with the Project. The City, as the lead agency under the California Environmental Quality Act (CEQA), is responsible for overseeing the implementation and administration of this MMRP. The City will designate a staff member to manage the MMRP. Duties of the staff member responsible for program coordination will include conducting routine inspections and reporting activities, coordinating with the Project construction contractor, coordinating with regulatory agencies, and ensuring enforcement measures are taken.

Regulatory Framework

California Public Resources Code Section 21081.6 and California Code of Regulations Title 14, Chapter 3, Section 15097 require public agencies to adopt mitigation monitoring or reporting plans when they approve projects under a MND. The reporting and monitoring plans must be adopted when a public agency makes its findings pursuant to CEQA so that the mitigation requirements can be made conditions of Project approval.

Format of This Plan

The MMRP summarizes the impacts and mitigation measures identified and described in the Project IS/MND. Each of the impacts discussed within this MMRP is numbered based on the sequence in which they are discussed in the IS/MND. A summary of each impact with the corresponding specific mitigation measures are provided. Mitigation measures are followed by an implementation description, the criteria used to determine the effectiveness of the mitigation, the timeframe for implementation, and the party responsible for monitoring the implementation of the measure.

Implementation of mitigation measures is ultimately the responsibility of the City; during construction, the delegated responsibility is shared by City's contractors. Each mitigation measure in this plan contains a "Verified By" signature line, which will be signed by the City's Project manager when the measure has been fully implemented and no further actions or monitoring are necessary for the implementation or effectiveness of the measure.

Impacts and Associated Monitoring or Reporting Measures

5.2.4. Biological Resources

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

Special-Status Plant Species

Implementation of the measure BIO-1 will reduce potential impacts to less than significant for special status plant species.

Mitigation Measure BIO-1 (Saline clover, Delta Mudwort, and Slough Thistle)

- *A focused botanical survey will be conducted for saline clover, Delta mudwort, and slough thistle during the evident and identifiable blooming period at the **Pershing Avenue, West Lane, and Turnpike Road** project sites.*
- *If saline clover, Delta mudwort, or slough thistle are not observed, no further action is needed.*
- *If saline clover, Delta mudwort, or slough thistle are identified, they will be included in an ESA. The ESA non-disturbance buffer will be determined by a qualified botanist. The plant(s) will be clearly delineated using high visibility orange fencing. The ESA fencing will remain in place throughout the duration of the proposed action, while construction activities are ongoing, and will be regularly inspected and fully maintained at all times. The ESA fencing will be installed prior to initial clearing of vegetation. Vehicles will not be allowed to park in, nor will equipment be stored in the ESA. No storage of oil, gasoline, or other substances will be permitted in the ESA. No vegetation removal or ground disturbing activities will be permitted in the ESA.*
- *If rare plant populations cannot be protected in place, the City will prepare a transplantation/ propagation plan for the relocation of the rare plant(s). Rare plant relocation will occur in a suitable area of the Project area or other suitable location determined by the City. The transplantation/ propagation plan will be sent to CDFW.*

Implementation:	The City will implement the measures as described above.
Effectiveness Criteria:	The City will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction and Construction Phases
Verified By:	_____ Date: _____ City Project Manager

Listed Fish

Implementation of the of BIO-2 will reduce potential impacts to less than significant for special-status fish, essential fish habitat, and designated critical habitat.

Mitigation Measure BIO-2 (Listed Fish)

- *A qualified biologist will train project staff on-site regarding habitat sensitivity, identification of listed fish species, and required practices before the start of construction. The training shall include the general measures that are being implemented to conserve listed fish species as they relate to the project, penalties for noncompliance, and boundaries of the construction area. A fact sheet or other supporting materials containing this information will be prepared and distributed. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.*
- *To ensure compliance with the Project's avoidance and minimization measures, a City-appointed inspector will be on-site whenever in-water work occurs. The construction inspector will make recommendations to the construction personnel, as needed, to comply with all project implementation restrictions and guidelines. The construction inspector will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources. A qualified biologist will be available during the construction period to assist the construction inspector if any special-status species are found and to answer questions and make recommendations regarding implementation of avoidance and minimization measures.*
- *The qualified biologist will be present during installation and removal of the diversion structure and dewatering activities. If listed fish species are observed, in-water work will be halted until they move out of the active work zone. If they remain in the construction zone for an extended period, NMFS or USFWS will be contacted for further guidance.*
- *In-water work will be avoided at night to the maximum extent possible.*
- *The temporary diversion structure will be designed so that fish passage is maintained up and down stream of the Project site. The diversion will not create an impassible barrier. The diversion would allow flows to pass through the existing channel under the bridge while maintaining water quality. An open channel diversion will be used during construction to minimize impacts to listed fish species. The contractor will prepare a creek diversion and dewatering plan that complies with any applicable permit conditions.*
- *If temporary diversion structures are constructed with natural materials (i.e., gravel), the material will be composed of washed, rounded, spawning-sized gravel between 0.4 to 4 inches in diameter. If gravel is left in place after the diversion is removed, it shall*

be manually spread out using hand tools, if necessary, to ensure adequate fish passage for all life stages.

- *If pumps are used to temporarily divert a stream to facilitate construction, an acceptable fish screen must be used to prevent entrainment or impingement of small fish. Potential contact between fish and pump will be minimized and/or avoided by constructing an open basin prior to commencing dewatering.*

Implementation: The City will implement the measures as described above.

Effectiveness Criteria: The City will prepare and keep on file documentation verifying the implementation of the above-referenced measures.

Timing: Pre-Construction and Construction Phases

Verified By: _____ Date: _____
City Project Manager

Western Pond Turtle (WPT; *Emys marmorata*)

If WPT were present during construction, the Project could impact WPT. Implementation of measure BIO-3 will reduce potential impacts to less than significant.

Measure BIO-3 (WPT)

- *A qualified biologist shall conduct a preconstruction survey for WPT within 48 hours prior to the onset of vegetation removal or ground disturbance at the **West Lane** bridge site in the Project area.*
- *If WPT are found, construction activities with potential to harm the individual(s) will stop and a qualified biologist will be notified. Construction will resume when the biologist has either relocated the WPT out of the construction zone to nearby suitable habitat, or, after thorough inspection, determined that the WPT has moved away from the construction zone.*
- *Environmental awareness training will be conducted by a qualified biologist prior to the onset of project work for construction personnel to brief them on how to recognize WPT. Construction personnel will be informed that if a WPT is encountered in the work area, construction should stop and a qualified biologist be notified. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.*

Implementation: The City will implement the measures as described above.

Effectiveness Criteria: The City will prepare and keep on file documentation verifying the implementation of the above-referenced measures.

Timing: Pre-Construction and Construction Phases

Verified By: _____ Date: _____
 City Project Manager

Birds of Prey and Birds Protected by the Migratory Bird Treaty Act

The Project area provides potential nesting habitat for birds of prey and birds listed by the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). BIO-4 will be implemented to avoid impacts to birds of prey and birds listed by the MBTA.

Measure BIO-4 (MBTA)

Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. Nesting or attempted nesting by migratory birds and birds-of-prey is anticipated from 1 February to 30 September.

Swallows and Other Bridge Nesters: *In California, bridge-nesting swallows typically arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Black phoebes, another bridge-nesting species, nest from March to August with peak activity in May. Measures should be taken to prevent establishment of nests on the bridges, culverts, headwalls, and other suitable structures prior to construction. Effective techniques to prevent nest establishment include using exclusion devices and removing and disposing of partially constructed and unoccupied nests of migratory or nongame birds on a regular basis to prevent their occupation. This can be done by:*

- *On a weekly or more frequent basis, remove all partially completed nests using either hand tools or high-pressure water; and/or*
- *Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until project construction begins.*

Birds of Prey and Birds Protected by the Migratory Bird Treaty Act

- *If construction begins outside the 1 February to 30 September breeding season, there will be no need to conduct a preconstruction survey for active nests.*
- *If applicable, trees scheduled for removal should be removed during the non-breeding season from 1 October to 31 January.*
- *If construction is scheduled to begin between 1 February and 30 September, a biologist shall conduct a survey for active bird of prey nests within 500 ft and active MTBA bird nests within 100 ft of the Project area from publicly accessible areas within one week prior to construction. The measures listed below shall be implemented based on the survey results.*

No Active Nests Found:

- *If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary.*

Active Nests Found:

- *If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities or an injured or killed bird is found, immediately:*
 4. *Stop all work within a 100-ft radius of the discovery*
 5. *Notify the Engineer*
 6. *Do not resume work within the specified radius of the discovery until authorized.*
- *The biologist shall establish a minimum 500-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey.*

Bird Species Protection Areas

Identification	Location
<i>Bird of Prey</i>	<i>500 ft no-disturbance buffer</i>
<i>MBTA protected bird (not bird of prey)</i>	<i>100 ft no-disturbance buffer</i>

- *Activity in the ESA will be restricted as follows:*
 4. *Do not enter the ESA unless authorized*
 5. *If the ESA is breached, immediately:*
 - c. *Secure the area and stop all operations within 60 ft of the ESA boundary*
 - d. *Notify the Engineer*
 6. *If the ESA is damaged, the City determines what efforts are necessary to remedy the damage and who performs the remedy.*
- *No construction activity will be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.*
- *The size of an ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of ESA size depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific factors.*
- *Between 1 February and 30 September, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.*

- *If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.*

Implementation: The City will implement the measures as described above.

Effectiveness The City will prepare and keep on file documentation verifying

Criteria: the implementation of the above-referenced measures.

Timing: Pre-Construction and Construction Phases

Verified By: _____ Date: _____
 City Project Manager

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

Potential Waters

Implementation of BIO-5 will reduce potential impacts to less than significant for the Calaveras River and Mormon Slough. Implementation of BIO-5 will also reduce potential impacts to less than significant for California Central Valley steelhead.

Measure BIO-5 (Waters and California Central Valley steelhead)

- *During construction, water quality will be protected by implementation of BMPs consistent with the City’s ‘Stormwater Program Best Management Practices for all Construction Sites and the most recent Caltrans Stormwater Quality Handbooks to minimize the potential for siltation and downstream sedimentation of aquatic habitats.*
- *At bridges crossing **Mormon Slough**, in-water construction activities will be restricted to the period between 15 April and the first qualifying rain event on or after 15 October (more than one half inch of precipitation in a 24-hour period), subject to the Streambed Alteration Agreement and consultation with NMFS and USFWS, unless CDFW, NMFS and/or USFWS provide approval of work outside that period. In-water work may be restricted further to work windows determined by the CVFPB. At **West Lane Bridge** over Calaveras River, in-water construction activities will be restricted to the period between 1 June and the first qualifying rain event on or after 30 September to avoid take of outmigrating juvenile California Central Valley steelhead.*
- *The temporary stream crossing of Mormon Slough at the **Diamond Street** bridge will be required to implement NS-4 “Temporary Stream Crossing” from the Caltrans (2003) Storm Water Quality Handbooks: Construction Site Best Management Practice Manual to minimize water quality impacts to Mormon Slough.*

- *Equipment will be refueled and serviced at designated construction staging areas. All construction material will be stored and contained in a designated area that is located away from channel areas to prevent transport of materials into adjacent waterways. Appropriate BMPs will be installed to collect any discharge, and adequate materials for spill cleanup will be kept on site. Construction vehicles and equipment will be maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.*
- *The City will mitigate at a minimum 1:1 ratio for impacts to wetlands and waters of the U.S and State in accordance with the State of California’s no-net-loss of wetlands policy and minimum mitigation ratio for impacts to wetlands and waters of the State. The City will comply with any compensatory mitigation requirement of a Clean Water Act Section 404 permit, Section 401 Water Quality Certification, CDFW Streambed Alteration Agreement, and Central Valley Flood Protection Board encroachment permit, as applicable.*

Implementation: The City will implement the measures as described above.

Effectiveness Criteria: The City will prepare and keep on file documentation verifying the implementation of the above-referenced measures.

Timing: Pre-Construction and Construction Phases

Verified By: _____ Date: _____
 City Project Manager

5.2.5. Cultural Resources

Impact (b): Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Impact c: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Unanticipated Discoveries

Although no evidence of cultural resources was found, it remains a possibility that subsurface resources could be uncovered by project construction work. Implementation of CULT-1 would reduce potential impacts to less than significant.

Measure CULT-1 (Unanticipated Discoveries)

- *If any subsurface cultural or paleontological resources are encountered during project construction, all activities shall be halted at the site of the encounter until a qualified archaeologist or paleontologist, as appropriate, can examine these materials, determine their significance and, if significant, recommend mitigation measures that would reduce potential effects to a level that is less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The project applicant shall be responsible*

for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report, consistent with the requirements of the CEQA Guidelines.

Implementation: The City will implement the measures as described above.
Effectiveness Criteria: The City will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing: Construction Phases
Verified By: _____ Date: _____
 City Project Manager

5.2.10. Hazards and Hazardous Materials

Impact (b): Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Testing and Remediation

Implementation of HAZ-1 will reduce potential impacts to less than significant.

Measure HAZ-1 (Testing and Remediation)

- *Project specifications/ contract provisions will require preconstruction testing and remediation of potential recognized environmental concerns (REC) in accordance with the most recent applicable Caltrans Standard Specifications. REC's identified at the West Lane Bridge over Calaveras River, Pershing Avenue Bridge over the Calaveras River, Aurora Street Bridge over Mormon Slough, Aurora Street Bridge over Mormon Slough, Santa Paula Way Bridge over Mosher Slough, and Turnpike Road Bridge over Walker Slough include ADL, ash/burned debris, regulated/ non-regulated wastes, and pavement striping.*
- *In addition to the REC's identified above, a REC for apparent used oil dumping was identified at the Aurora Street site. Project specifications/ contract provisions will require preconstruction testing and remediation of potential used oil dumping REC in accordance with the most recent applicable Caltrans Standard Specifications, as applicable.*
- *Handling, storage, use, and disposal of hazardous materials during construction will comply with all applicable local, state, and federal standards.*

Implementation: The City will implement the measures as described above.
Effectiveness Criteria: The City will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing: Pre-Construction and Construction Phases
Verified By: _____ Date: _____

 City Project Manager

5.2.18. Transportation/ Traffic

Impacts (g): Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Calaveras River Bike Path, pedestrian/ bicycle trail

The portions of the Calaveras River Bike Path pedestrian/ bicycle trail in the Project area may be temporarily closed during construction. Implementation of mitigation measure TRANS-1 will reduce potential impacts to bicyclist and pedestrians to less than significant.

Measure TRANS-1 (Calaveras River Bike Path, pedestrian/ bicycle trail)

- *Where construction results in temporary closures of sidewalks and other pedestrian facilities, the City shall provide temporary pedestrian access, through detours or safe areas along the construction zone. Where construction activity results in bike route or bike path closures, appropriate detours shall be defined. Signs shall be placed along the closed bike path a minimum of 7 days prior to bike path closure notifying bicyclists of the proposed construction activities and duration of bike path closure. Notifications posted along the bike path shall include the locations of detours and alternate routes to avoid conflicts with the construction area.*

Implementation:	The City will implement the measures as described above.
Effectiveness	The City will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Criteria:	
Timing:	Construction Phases
Verified By:	_____ Date: _____
	City Project Manager

Appendix B: Comments and Responses

City of Stockton

Bridge Rehabilitation and Replacement Project

(PW1603/BPMP-5008(157))

(SCH # 2020029023)

Section 1. List of Comment Letters Received

One (1) comment letter was received. The table below lists the names of the individuals, organizations, and agencies that provided comments on the Initial Study/Mitigated Negative Declaration. The comment letters are included as well as a copy of the transmittal of comments letter from the State Clearinghouse, followed by a response to the comment(s).

Comment Letters Received

Letter	Commenter
1	Central Valley Regional Water Quality Control Board

Section 2. Responses to Comments

Comment Letter 1: Central Valley Regional Water Quality Control Board
(CVRWQCB)



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GOVERNOR



JARED BLUMENFELD
SECRETARY FOR
ENVIRONMENTAL PROTECTION

2020 MAR 11 AM 11:22

Central Valley Regional Water Quality Control Board

6 March 2020

Ahbid Mohammad
City of Stockton
22 East Weber Avenue, Room 301
Stockton, CA 95202

CERTIFIED MAIL
7019 0700 0002 0112 0538

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, BRIDGE REHABILITATION AND REPLACEMENT (PW1603/BPMP-5008(157)) PROJECT, SCH#2020029023, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 7 February 2020 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Bridge Rehabilitation and Replacement (PW1603/BPMP-5008(157)) 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

KARL E. LONGLEY ScD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

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_2018_05.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 Activities (Construction General Permit), Construction General Permit Order No. 2009-009-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) Permits¹

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

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 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

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.

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

Bridge Rehabilitation and Replacement - 5 -
(PW1603/BPMP-5008(157)) Project
San Joaquin County

6 March 2020

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

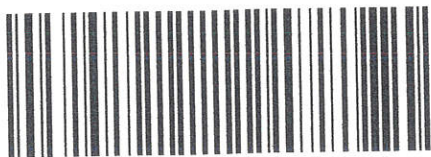
If you have questions regarding these comments, please contact me at (916) 464-4856 or Nicholas.White@waterboards.ca.gov.



Nicholas White
Water Resource Control Engineer

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento (via email)

CERTIFIED MAIL



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Rancho Cordova, CA 95670



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City of Stockton
22 East Weber Avenue, Room 301
Stockton, CA 95202

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Response 1: Central Valley Regional Water Quality Control Board

This letter reiterates standard requirements that are included in the MND document and mitigation measures. No response is necessary.



City of Stockton

Legislation Text

File #: 20-6473, **Version:** 1

APPROVE MOTION TO AWARD A PROFESSIONAL SERVICES CONTRACT FOR THE CENTRAL STOCKTON ROAD DIET AND STRIPING CONNECTIONS PROJECT

RECOMMENDATION

It is recommended that the City Council approve a motion to:

1. Award a Professional Services Contract to W-Trans, of Santa Rosa, CA, in the amount of \$146,276, for design of the Central Stockton Road Diet and Striping Connections, Project No. PW1811.
2. Approve findings pursuant to Stockton Municipal Code section 3.68.070 in support of an exception to the competitive bidding process.

It is also recommended that the City Manager be authorized to take appropriate and necessary actions to carry out the purpose and intent of this motion.

Summary

The Central Stockton Road Diet and Striping Connections project will install bicycle lane facilities on Monte Diablo Avenue/Acacia Street, Madison Street, and Fremont Street (Attachment A - Vicinity Map). The primary goal of the project is to provide a low-stress alternative to Harding Way, which has experienced high collision rates for both pedestrians and bicyclists. Primary funding for this project is from the Measure K Bicycle, Pedestrian, Safe Routes to School, and Smart Growth Incentive Program grant, which is administered by the San Joaquin Council of Governments (SJCOG). The project was included in the 2019-2024 Five-Year Capital Improvement Plan (CIP).

On August 1, 2019, the City advertised a Request for Proposals (RFP) for design of the Central Stockton Road Diet and Striping Connections project. On September 25, 2019, four firms submitted proposals for this project. The Selection Committee evaluated the proposals and found W-Trans, of Santa Rosa, CA, to be the most qualified and highest ranked firm.

It is recommended that Council approve a motion authorizing the City Manager to execute a Professional Services Contract in the amount of \$146,276 with W-Trans. It is anticipated that the design will be completed by spring 2021. The project will then be advertised for construction bids, with overall project completion anticipated by fall 2021.

DISCUSSION

Background

The Central Stockton Road Diet and Striping Connections project was developed from the Citywide

Bicycle Master Plan (BMP), which was approved by Council on December 5, 2017, by Resolution No. 2017-12-05-1501. The Citywide BMP identified streets and corridors that could provide safe bicycle connections throughout the City. The Central Stockton Road Diet and Striping Connections project includes priority BMP street segments that are important in creating a network and connections in central Stockton. The project will install bicycle lane facilities on Monte Diablo Avenue/Acacia Street, Madison Street, and Fremont Street that will provide a low-stress alternative to Harding Way, which has experienced high collision rates for both pedestrians and bicyclists (Attachment A - Vicinity Map). The Monte Diablo Avenue/Acacia Street bicycle lanes run generally from Ryde Avenue to California Street and connect to five north-south backbone routes. The Fremont Street bicycle lanes provide more connectivity to downtown with the Madison Street bicycle lanes providing a north-south connection between these two routes.

In December 2017, Public Works submitted applications for the Measure K Bicycle, Pedestrian, Safe Routes to School, and Smart Growth Incentive Program grant. The Central Stockton Road Diet and Striping Connections project was one of the projects submitted for funding consideration and was awarded \$1,116,507 for design and construction. The grant program is administered by SJCOG. The project was included in the FY 2019-24 CIP.

On May 1, 2019, the City advertised an RFP for design of the Central Stockton Road Diet and Striping Connections project. On June 6, 2019, one proposal was received from ADKO Engineering (Roseville, CA). Staff subsequently re-advertised the project, and additional marketing of the project was performed to obtain more proposals.

Present Situation

On August 1, 2019, the City re-advertised an RFP for design of the Central Stockton Road Diet and Striping Connections project. On September 25, 2019, four proposals were received from the following firms:

- W-Trans (Santa Rosa, CA)
- Advanced Mobility Group (Walnut Creek, CA)
- DKS Associates (Oakland, CA)
- TJKM (Pleasanton, CA)

The Selection Committee evaluated the proposals based on each firm's understanding of work, experience with similar kinds of projects, staff qualifications, technical ability, project approach, and familiarity of federal transportation funding procedures.

W-Trans received the highest ranking, based on the noted criteria, and was determined to be the most qualified and highest ranked firm for this project. Staff negotiated a fee of \$146,276 with W-Trans for design services. This fee is approximately 11 percent of the estimated project cost, which is reasonable for a project of this type and complexity.

Staff recommends Council approve a motion to award a Professional Services Contract in the amount of \$146,276 to W-Trans for design services of the Central Stockton Road Diet and Striping Connections project (Attachment B). The project will then be advertised for construction bids, with overall project completion anticipated by fall 2021.

Findings

Pursuant to Stockton Municipal Code (SMC) section 3.68.070, Council may approve findings which support an exception to the competitive bidding process. These findings include:

1. The City does not have sufficient staff to design this project.
2. Use of the RFP process is appropriate for this Professional Services Contract because it relies on the evaluation of professional qualifications and performance as the basis for selection of a vendor. Use of the criteria helps ensure selection of a vendor that will provide the highest quality professional service which is in the public interest.
3. The City negotiated a contract following solicitation of competitive proposals in accordance with SMC section 3.68.070.A.3.

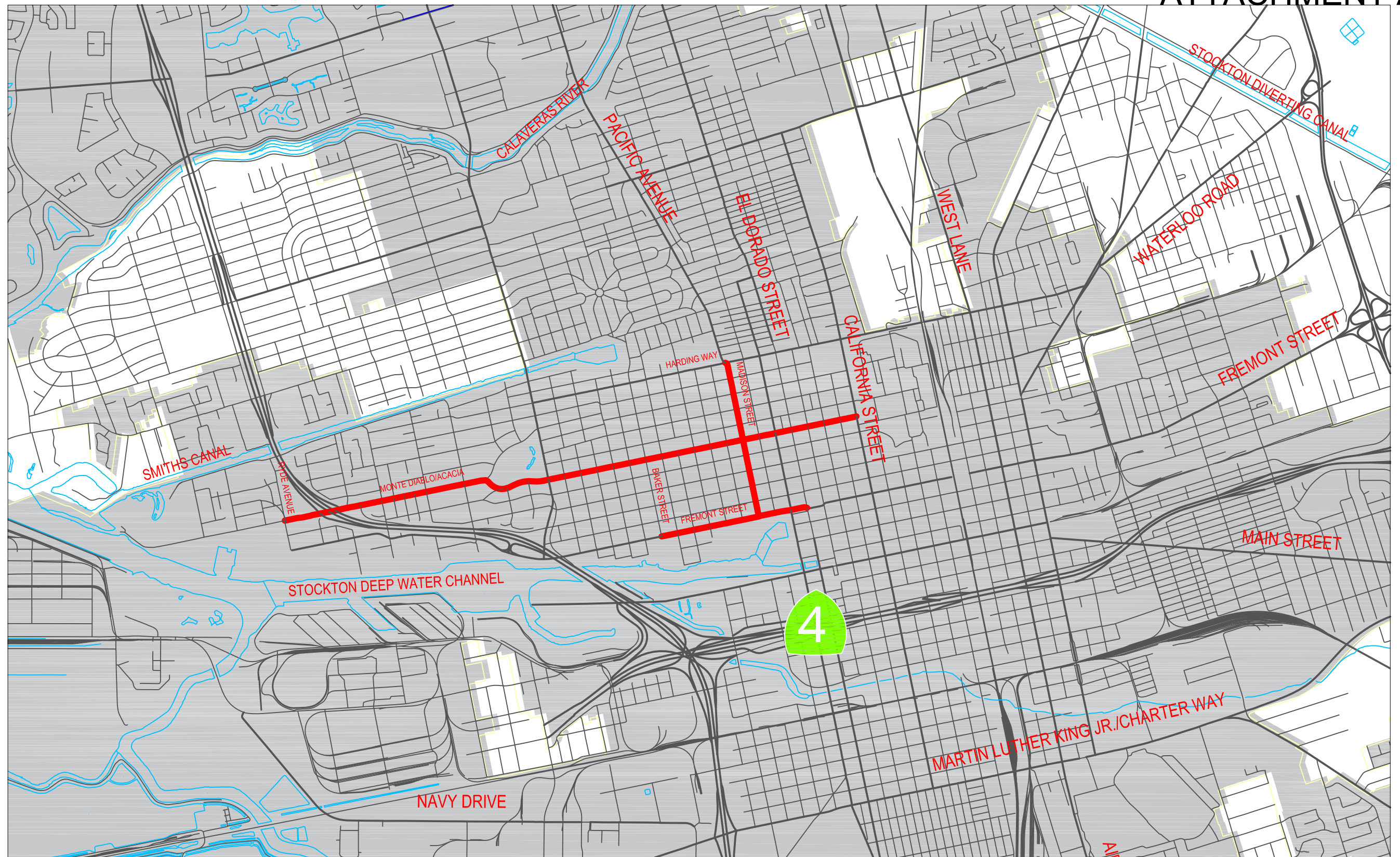
FINANCIAL SUMMARY

The Central Stockton Road Diet and Striping Connections, Project No. PW1811, account number 080-3020-640, currently has a total unencumbered balance of \$1,220,000 from Measure K funding. This is sufficient to award the Professional Services Contract to W-Trans in the amount of \$146,276. The remaining funds will be moved to the construction phase of this project.

There is no impact to the City's General Fund or any other unrestricted fund as a result of taking the recommended action.

Attachment A - Vicinity Map

Attachment B - Professional Services Contract with W-Trans



NO.	REV. DATE	BY	APRVD.
DWG. BY			
CK. BY			
SCALE	NONE		

CENTRAL STOCKTON ROAD DIET AND STRIPING CONNECTION PROJECT

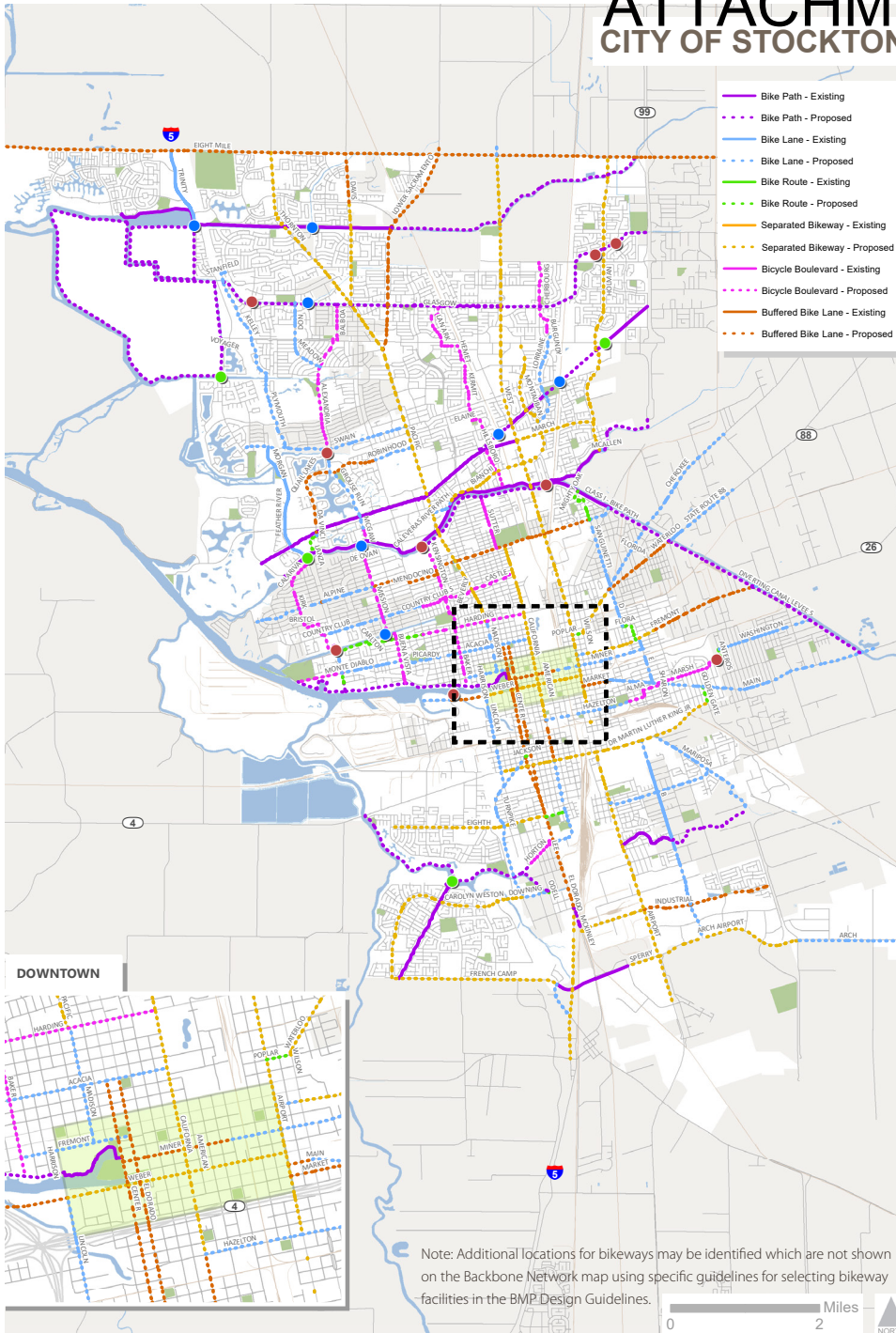
CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

APPROVED BY	
CITY ENGINEER	
DATE	DRAWING NO.
04/01/2019	PW181302

ATTACHMENT A

CITY OF STOCKTON

Figure 4-1.A:
Citywide
Backbone
Network
Map by
Facility Type



PROFESSIONAL SERVICES CONTRACT

THIS CONTRACT is entered into this ___ day of _____ 2020, between the CITY OF STOCKTON, a municipal corporation ("City"), and **W-TRANS** whose address is **490 MENDOCINO AVENUE, SUITE 201, SANTA ROSA, CA 95401** ("Consultant") for the **CENTRAL STOCKTON ROAD DIET AND STRIPING CONNECTIONS (PROJECT NO. PW1811)**, hereinafter referred to as "Project".

RECITALS

- A. Consultant represents that it is licensed in the State of California and is qualified to provide the services proposed in the SCOPE OF WORK section of this Contract.
- B. City finds it necessary and advisable to use the services of the Consultant for the purposes provided in this Contract.

NOW THEREFORE, in consideration of the mutual promises, covenants, and conditions in this Contract, City and Consultant agree as follows:

1. SCOPE OF SERVICES. Subject to the terms and conditions set forth in this Contract, Consultant shall undertake and complete the services described in **Exhibit A**. Consultant shall provide said services at the time, place, and in the manner specified in **Exhibit A** and compatible with the standards of the profession. Consultant agrees that it shall produce a fully complete project that is acceptable to the City.

2. COMPENSATION. City shall pay Consultant for services outlined in **Exhibit A** according to the fee not to exceed the schedule detailed in **Exhibit B**, which is attached to this Contract and incorporated by this reference. Consultant agrees this fee is for full remuneration for performing all services and furnishing all staffing and materials called for in the scope of services. The payments shall be made on a monthly basis upon receipt and approval of Consultant's invoice. Total compensation for services and reimbursement for costs shall not exceed **\$146,276.00** or as otherwise mutually agreed to in a Contract Amendment.

3. INSURANCE. During the term of this Contract, Consultant shall maintain in full force and effect at its own cost and expense the insurance coverage as set forth in the attached **Exhibit D** and shall otherwise comply with the other provisions of **Exhibit D**.

4. INDEMNITY AND HOLD HARMLESS. With the exception that this section shall in no event be construed to require indemnification by Consultant to a greater extent than permitted under the public policy of the State of California, Consultant shall

Professional Services Contract – W-TRANS – PROJECT NO. PW1811

(Updated 02/28/18)

indemnify, and hold harmless City, its Mayor, Council, officials, and employees from and against any and all claims and causes of action which result in liabilities, judgments, awards, losses, damages, expenses, and costs (including reasonable attorneys' fees, expert and consultant fees, and other expenses of litigation) including, but not limited to, death or injury to persons, or damage to property, which arise out of any violation of federal, state, or municipal law or ordinance, to the extent damages are caused by the Consultant's negligent services provided under this Agreement, or are in any way caused by the negligent performance of work by the Consultant or Consultant's officers, agents, employees, or subcontractors. Consultant shall not be obligated to indemnify or defend City for claims finally determined by a court of law or arbitrator to arise from the negligence or willful misconduct of the City. It is the intent of the Parties that this indemnity obligation is at least as broad as is permitted under California law. To the extent California Civil Code sections 2782, et seq., limit the defense or indemnity obligations of Consultant to City, the intent hereunder is to provide the maximum defense and indemnity obligations allowed by Consultant under the law. The indemnity set forth in this section shall not be limited by insurance requirements or by any other provision of this Agreement.

With the exception that this section shall in no event be construed to require indemnification by Consultant to a greater extent than permitted under the public policy of the State of California, and in addition to the other indemnity obligations in this Agreement, Consultant shall indemnify, defend, and hold harmless City, its Mayor, Council, officials, representatives, and employees from and against claims, losses, expenses, and costs including, but not limited to, reasonable attorneys' fees, arising out of any claim brought against the City by an employee of Consultant, regardless of whether such claim may be covered by any applicable workers compensation insurance. Consultant's indemnification obligation is not limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable by or for the Consultant under workers' compensation acts, disability acts, or other employee benefit acts.

5. SCHEDULE AND TERM. Consultant shall perform the scope of work as described in **Exhibit A** according to the schedule detailed in **Exhibit C**, which is attached to this Contract and incorporated by this reference. This Contract shall commence on the date written above and shall expire on **October 31, 2023**, unless extended by mutual agreement through the issuance of a Contract Amendment.

- a. Invoices submitted by Consultant to City must contain a brief description of work performed, time used, and include the City project number. Payment shall be made within thirty (30) days of approval of invoice by City.
- b. Upon completion of work and acceptance by City, Consultant shall have sixty (60) days in which to submit final invoicing for payment. An extension may be granted by City upon receiving a written request thirty (30) days in advance of said time limitation. City shall have no obligation or liability to pay any invoice for work performed which Consultant fails or neglects to

submit within sixty (60) days, or any extension thereof granted by the City, after work is accepted by City.

6. CONFORMANCE TO APPLICABLE LAWS. Consultant shall comply with all applicable federal, State, and Municipal laws, rules, and ordinances. Consultant shall not discriminate in the employment of persons or in the provision of services under this Contract on the basis of any legally protected classification, including race, color, national origin, ancestry, sex or religion of such person.

a. TITLE VI

Title VI of the Civil Rights Act of 1964 requires that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” (42 USC Section 2000d). <http://www.dol.gov/oasam/regs/statutes/titlevi.htm>.

The City of Stockton requires compliance with the requirements of Title VI in all of its programs and activities regardless of funding source.

b. DISCRIMINATION AND HARASSMENT POLICY

The City of Stockton has a Discrimination and Harassment Policy (**Exhibit E**). The purpose of this policy is to reaffirm the City’s commitment to demonstrating respect for all individuals by strictly prohibiting discrimination and harassment, including sexual harassment in the workplace, to define the types of behavior and conduct prohibited by this policy, and to set forth a procedure for reporting, investigating, and resolving complaints of discrimination and harassment in the workplace.

c. LABOR STANDARDS PROVISIONS/CALIFORNIA LABOR CODE

The bidder shall understand that conditions set forth in Chapter 1, Part 7, Division 2 of the California Labor Code shall be considered part of the contract agreement. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=LAB&division=2.&title=&part=7.&chapter=1.&article=2.

d. PREVAILING WAGE RATES

Consultant and any subcontractor shall pay each employee engaged in the trade or occupation not less than the prevailing hourly wage rate. In accordance with the provisions of Section 1770 of the Labor Code, the Director of Department of Industrial Relations of the State of California has

Professional Services Contract – W-TRANS – PROJECT NO. PW1811

(Updated 02/28/18)

determined the general prevailing rates of wages and employer payments for health and welfare, pension, vacation, travel time, and subsistence pay as provided for in Section 1773.1, apprenticeship or other training programs authorized by Section 3093 and similar purposes applicable to the work to be done. Consultant performing the work under this contract shall obtain a copy of the wage rate determination and shall distribute copies to each subcontractor. As the wage determination for each craft reflects an expiration date, it shall be the prime Consultant and each subcontractor's responsibility to insure that the prevailing wage rates of concern is current and paid to the employee.

- i. The Consultant performing the work shall be responsible for obtaining a copy of the State wage rate determination. State wage rates may be obtained at <http://www.dir.ca.gov/OPRL/pwd/Determinations/Northern/Northern.pdf>. The Consultant shall be responsible for posting said wage rates at a prominent location at the work site and shall maintain same in a good readable condition for the duration of the work.
- ii. Should the Consultant choose to work on a Saturday, Sunday or on a holiday recognized by the Labor Unions, the Consultant shall reimburse the City the actual cost of engineering, inspection, superintendence, and or other overhead expenses which are directly chargeable to the contract. Should such work be undertaken at the request of the City, reimbursement will not be required. To conform strictly with the provisions of Division 2, Part 7, Chapter 1, Article 2, of the Labor Code of the State of California. To forfeit as a penalty to City the sum of TWENTY-FIVE AND NO/100 DOLLARS (\$25.00) for each laborer, worker, or mechanic employed by CONTRACTOR, or by any subcontractor under Consultant, in the execution of this contract, for each calendar day during which any laborer, worker, or mechanic is required or permitted to work more than eight (8) hours and who is not paid the general prevailing rate of per diem wages for holiday and overtime work in violation of the provisions of Sections 1770 to 1781 of the Labor Code of the State of California. That all sums forfeited under the provisions of the foregoing sections shall be deducted from the payments to be made under the terms of this contract.
- iii. PAYROLL RECORDS - The Consultant to whom the contract is awarded shall insure that the prime and each subcontractor will, in accordance with Section 1776 of the Labor Code, maintain certified payroll records. A copy of said records shall be provided with each invoice to the Public Works Department, Attention: Contract Compliance Officer. It shall be the Consultant's responsibility to obtain copies of the current prevailing wage rate determination for all

subcontractors. Additionally, certified payroll records must be uploaded to the DIR website as required by labor code.

- iv. **APPRENTICESHIP STANDARDS** - The Consultant shall comply with the provisions established in Section 1777.5 of the Labor Code concerning the 1) certified approval by local joint apprenticeship committees for the employment and training of apprentices, and 2) contribution of funds to administer and conduct apprenticeship programs, if applicable to the job.

7. RIGHTS AND DUTIES OF CITY. City shall make available to Consultant all data and information in the possession of City which both parties deem necessary to complete the work, and City shall actively aid and assist Consultant in obtaining such information as may be deemed necessary from other agencies and individuals.

8. OBLIGATIONS OF CONSULTANT. Throughout the term of this Contract, Consultant represents and warrants that it has or will have at the time this Contract is executed, all licenses, permits, qualifications, insurance, and approvals of whatsoever nature which are legally required for the Consultant to practice its professions, and Consultant shall, at its own cost and expense, keep in effect during the life of this Contract all such licenses, permits, qualifications, insurance, and approvals. Consultant shall meet with the Public Works Director or other personnel of City or third parties as necessary on all matters connected with the carrying out of Consultant's services. Such meetings shall be held at the request of either party hereto. Consultant further warrants that it will follow the best current, generally accepted and professional practices to make findings, render opinions, prepare factual presentations, and provide professional advice and recommendations regarding this project.

9. OWNERSHIP OF WORK. All reports, drawings, designs, plan review comments, work product, and all other documents completed or partially completed by Consultant in the performance of this Contract shall become and remain the property of the City. Any and all copyrightable subject matter in all materials is hereby assigned to the City and the Consultant agrees to execute any additional documents that may be necessary to evidence such assignment. All materials shall be delivered to the City upon completion or termination of the work under this Contract. If any materials are lost, damaged, or destroyed before final delivery to the City, the Consultant shall replace them at its own expense. Consultant shall keep materials confidential. Materials shall not be used for purposes other than performance of services under this Contract and shall not be disclosed to anyone not connected with these services unless the City expressly provides prior written consent.

10. CONTRACT AMENDMENTS. City reserves the right to make such alterations as may be deemed necessary or advisable and to require such extra work as may be required for the proper completion of the work contemplated by Consultant. Any such changes will be set forth in a Contract Amendment which will specify, in addition to Professional Services Contract – W-TRANS – PROJECT NO. PW1811

(Updated 02/28/18)

the work done in connection with the change made, adjustment of contract time, if any, and the basis of compensation for such work. A Contract Amendment will not become effective until approved by the authorized City official.

11. TERMINATION. The City may terminate this Contract at any time by mailing a notice in writing to Consultant. The Contract shall then be deemed terminated and no further work shall be performed by Consultant. If the Contract is so terminated, the Consultant shall be paid for that percentage of work actually completed at the time the notice of termination is received.

12. CONSULTANT STATUS. In performing the obligations set forth in this Contract, Consultant shall have the status of an independent contractor and Consultant shall not be considered to be an employee of the City for any purpose. All persons working for or under the direction of Consultant are its agents and employees, and are not agents of the City. Subcontractors shall not be recognized as having any direct or contractual relationship with the City. The persons engaged in the work, including employees of subcontractors and suppliers, will be considered employees of Consultant. The Consultant shall be responsible for the work of subcontractors, which shall be subject to the provisions of this Contract. The Consultant is responsible to the City for the acts and omissions of its subcontractors and persons directly or indirectly employed by them.

- a. If in the performance of this Contract any third persons are employed by Consultant, such persons shall be entirely and exclusively under the direction, supervision, and control of Consultant. All terms of employment including hours, wages, working conditions, discipline, hiring, and discharging or any other term of employment or requirement of law shall be determined by Consultant.
 - i. It is further understood and agreed that Consultant must issue W-2 forms or other forms as required by law for income and employment tax purposes for all of Consultant's personnel.
 - ii. As an independent contractor, Consultant hereby indemnifies and holds City harmless from any and all claims that may be made against the City based upon any contention by any third party that employer-employee relationship exists by reason of this Contract.

13. ASSIGNMENT. Consultant shall not assign, sublet, or transfer this Contract or any interest or obligation in the Contract without the prior written consent of the City, and then only upon such terms and conditions as City may set forth in writing. Consultant shall be solely responsible for reimbursing subcontractors.

14. HEADINGS NOT CONTROLLING. Headings used in the Contract are for reference purposes only and shall not be considered in construing this Contract.

Professional Services Contract – W-TRANS – PROJECT NO. PW1811

(Updated 02/28/18)

15. NOTICES. Any and all notices herein required shall be in writing and shall be sent by certified or registered mail, postage prepaid, addressed as follows:

To Consultant:	W-Trans 490 Mendocino Avenue Suite 201 Santa Rosa, CA 95401	To City:	Public Works Director City of Stockton 22 E. Weber Ave., Rm. 301 Stockton, CA 95202
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16. LICENSES, CERTIFICATIONS, AND PERMITS. Prior to the City's execution of this Contract and prior to the Consultant's engaging in any operation or activity set forth in this Contract, Consultant shall obtain a City of Stockton business license, which must be kept in effect during the term of this Contract. Consultant covenants that it has obtained all certificates, licenses, permits and the like required to perform the services under this Contract.

17. RECORDS AND AUDITS. City reserves the right to periodically audit all charges made by Consultant to City for services under this Contract. Upon request, Consultant agrees to furnish City, or a designated representative, with necessary information and assistance.

Consultant agrees that City or its delegate shall have the right to review, obtain, and copy all records pertaining to performance of the Contract. Consultant agrees to provide City or its delegate with any relevant information requested, and shall permit City or its delegate access to its premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees and inspecting and copying such books, records, accounts, and other material that may be relevant to a matter under investigation for the purposes of determining compliance with this Contract. Consultant agrees to maintain such records for a period of three years from the date that final payment is made.

18. CONFIDENTIALITY. Consultant shall exercise reasonable precautions to prevent the unauthorized disclosure and use of City reports, information or conclusions.

19. CONFLICTS OF INTEREST. Consultant covenants that other than this Contract, Consultant has no financial interest with any official, employee, or other representative of the City. Consultant and its principals do not have any financial interest in real property, sources of income or investment that would be affected in any manner or degree by the performance of Consultant's services under this Contract. If such an interest arises, Consultant will immediately notify City.

20. WAIVER. In the event either City or Consultant at any time waive any breach of this Contract by the other, such waiver shall not constitute a waiver of any other or succeeding breach of this Contract, whether of the same or of any other covenant, condition, or obligation.

21. **GOVERNING LAW.** California law shall govern any legal action pursuant to this Agreement with venue for all claims in the Superior Court of the County of San Joaquin, Stockton Branch or, where applicable, in the federal District Court of California, Eastern District, Sacramento Division.

22. **NO PERSONAL LIABILITY.** No official or employee of City shall be personally liable to Consultant in the event of any default or breach by City or for any amount due Consultant.

23. **INTEGRATION AND MODIFICATION.** The response by Consultant to the Request for Proposals and the Request for Proposals on file with the City Clerk are hereby incorporated herein by reference to the extent that such documents do not differ from the provisions and terms of this Contract that shall supersede such response to Request for Proposals. This Contract represents the entire integrated agreement between Consultant and City, supersedes all prior negotiations, representations, or agreements, either written or oral, between the parties, and may be amended only by written instrument signed by Consultant and City. All exhibits and this contract are intended to be construed as a single document. Should any inconsistency occur between the specific terms of this Contract and the attached exhibits, the terms of this Contract will prevail.

24. **SEVERABILITY.** The provisions of this Contract are severable to the extent that should any of its provisions or terms be declared void in whole or in part by operation of law or agreement of the parties, the remainder of the provisions or terms not expressly declared void shall remain enforceable and in full effect.

25. **THIRD PARTY RIGHTS.** Nothing in this Contract shall be construed to give any rights or benefits to anyone other than City and Consultant.

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26. **AUTHORITY.** The undersigned hereby represent and warrant that they are authorized by the parties to execute this Contract.

IN WITNESS WHEREOF: the parties have executed this Contract the day and year first hereinabove written.

CITY OF STOCKTON

W-TRANS

By: _____
HARRY BLACK
CITY MANAGER

By:  _____
Signature

ATTEST:

Steve Weinberger, PE, PTOE
Print Name

BY: _____
ELIZA R. GARZA, CMC
CITY CLERK

Title: Senior Principal

APPROVED AS TO FORM:

BY: _____
DEPUTY CITY ATTORNEY



Central Stockton Road Diet & Striping Connections - Scope of Work

The study area for the scope of work applies to the following corridors:

- Monte Diablo Avenue from Louis Park to Ryde Avenue
- Monte Diablo Avenue/Acacia Street from Ryde Avenue to California Street
- Madison Street from Harding Avenue to Fremont Street
- Fremont Street from Baker Street to El Dorado Street

Phase 1 – Parking & Operations Study with Public Outreach

Task 1 Project Initiation

1.1 Kickoff Meeting and Site Visit – The W-Trans team will attend a project kickoff meeting. At the time of the kickoff meeting, a site visit of the corridor will be conducted.

1.2 Coordination Meetings and Conference Calls – Coordination meetings and conference calls will be held to manage the process. A regular conference call will be held every two weeks or monthly to keep the project on track. Up to three of these meetings (total for Phase 1 and 2) will be attended in person by W-Trans staff. (See Task 4.2)

1.3 Background Research – The W-Trans team will research and review existing topographic mapping, photos/images, right-of-way maps, 'as-built' plans, record maps, surveys, assessor maps, and local street improvement plans for the project.

Task 2 Parking Study and Traffic Operational Analysis

2.1 Parking Surveys – The parking study area will include the Monte Diablo/Acacia corridor from the Louis Park Terminus to N. California Street, an area roughly 3.3 miles in length, for only blocks that are anticipated to lose parking as part of the road diet. In addition, it will include one block (~350 feet) in both the north and south directions from the corridor (for blocks anticipated to lose parking) to measure potential spillover capacity in the case of parking removal.

W-Trans will inventory the parking supply in the study area, including space designations (e.g. disabled, loading, etc.), to determine the number of stalls present (unmarked stalls will be assumed to be 20-25 feet in length). Parking occupancy counts will be conducted on one weekday 2-3-hour parking peak and one weekend 2-3-hour parking peak depending on the street. For example, residential street will be surveyed for a 2-3 window in the evening and commercial streets will be inventoried for a 2-3-hour window during midday. The data will be evaluated at hourly intervals to determine the peak parking demand rates by block face.

2.2 Parking Demand Analysis – W-Trans will analyze the parking inventory and occupancy data to provide a summary of utilization, including a zonal analysis for both the residential and commercial areas. The analysis will include a focus on peak utilization and usage by space type if applicable. Any potential impact caused by the elimination of parking along Monte Diablo/Acacia Street segments of the project will be summarized and compared to the parking availability along side streets to accommodate spillover. The

analysis will also include any event-related data provided by the City that could influence parking demand along the corridor.

2.3 Traffic Counts – Multi-modal intersection counts will be conducted including turning movements of auto traffic, as well as crossing pedestrians and cyclists. Counts will be carried out during the AM and PM peak periods. The counts will be collected at:

- Fremont Street and Madison Street
- Madison Street and Harding Way
- Madison Street and Acacia Street
- Acacia Street and Center Street
- Pershing Avenue and Acacia Street

2.4 Intersection Level of Service – W-Trans will also perform intersections level of service analysis for the AM and PM peak hours at the same study intersections to determine if a reduction in travel lanes changes operational conditions.

Task 3 Public Outreach

3.1 Communications and Community Outreach Plans – Port City Marketing will prepare a team communications plan and a community outreach plan to guide outreach efforts. The community outreach plan will include developing a project logo.

Deliverables:

- Team Communications Plan
- Community Outreach Plan

3.2 Identification of Stakeholders - PCMS will work with City of Stockton and the Project Team to identify a geographic area of interest to the project. PCMS will research and develop a stakeholder database, which will be updated throughout the project with names from the public meeting sign-ins; information from the project team; and from telephone, e-mail and personal contacts. The stakeholder database, which will be designed to meet State CEQA Guidelines and requirements for noticing, will also be coded according to interest and ongoing involvement/interaction with the project. Groups in the stakeholder database will include, but not be limited to, the following:

- City of Stockton elected officials, and other pertinent elected and appointed officials.
- Pertinent City staff
- Residents and property owners nearby
- Businesses and other establishments
- School districts and other transit providers
- Groups representing businesses, agriculture, and trucking
- Civic, community, and environmental groups
- Emergency responders
- Utilities
- Other pertinent local, state and federal agencies and stakeholders

Deliverables

- Stakeholder database, which will include recent Assessor rolls of property owners, will be updated quarterly or as additions and/or changes occur; and will include notations of stakeholder activity/involvement.

3.3 Public Information Meetings – Two (2) Public Information Meetings will be held for the project (total for Phase I and 2) to present project concepts and design features to neighboring property owners, residents and businesses and to the general public, to receive comments, and to accommodate formal public review of the environmental documents. The meetings will be held in a facility nearby the project and will be designed to provide information and to obtain feedback on the project features, design alternatives for the roadway, and perceived impacts to adjacent properties, agricultural operations, and other businesses during and after construction.

PCMS will schedule the public meetings; make all site arrangements; compose, design, and issue meeting notices to the stakeholder database; prepare and place advertising in local media; and prepare and send news releases to mainstream and alternative news media, after obtaining prior approval of the City and the project team manager.

PCMS will also prepare agendas, sign-in sheets, comment sheets, signage, and other print materials; facilitate meeting proceedings; assist with preparing exhibits to illustrate concepts and plan elements; provide refreshments; provide Spanish-language translation, if indicated; and record public comments/assist with appropriate responses.

PCMS will compile all comments and recommendations for administrative and public review in detailed summary meeting reports. PCMS will also include appropriate reporting.

Preparation for the public meetings may include a “dry run” with the City and its Project Team, if desired. The dry run will review the format and information that will be presented at the public meetings.

One outreach meeting is included in the budget for Task 3.3 and one meeting during the design phase in Task 4.2.

Deliverables

- First-class mailed meeting notices for the Public Information Meetings to the stakeholder database (See *2 Identification of Stakeholders*), news releases, advertising, agendas, comment sheets, sign-in sheets, a frequently asked questions document, signage, exhibits, meeting facilitation; and records of public comments and responses, meeting summaries, refreshments, and reports.
- Dry run meetings, if desired.
- Spanish-language translation, if indicated.

Phase 2 – Plans, Specifications and Estimate

Task 4 Project Initiation

4.1 Design Kickoff Meeting and Coordination - The Design project manager will attend a kick-off meeting to begin the design phase of the project. After initiation, coordination meetings and conference calls will be held to manage the process. A regular conference call will be held every two weeks or monthly to keep the project on track. Up to three of these meetings (total for Phase 1 and 2) will be attended in person by W-Trans staff. (see Task 1.2)

4.2 Outreach Meeting – See Task 3.3 (The second public outreach meeting will be held as part of Phase 2).

4.3 Background Research – The W-Trans team will research and review existing topographic mapping, photos/images, right-of-way maps, 'as-built' plans, record maps, surveys, assessor maps, and local street improvement plans for the project.

Task 5 Utility Coordination

KSN will perform utility research, mapping, and coordination within the project limits where excavation or above ground improvements are proposed as follows:

5.1 Utility Request Letter (A Letter) – KSN will prepare and transmit the Utility Request Letter to the utility providers identified in Task 4.1.0. The Utility Request Letters, to be prepared on City of Stockton letterhead, will provide a description of the proposed project scope of improvements and limits, and will formally request as-built documents and verification of the nature, capacity and location of existing utility facilities within the project limits and that might serve the project. Upon the City's review and approval, the Request Letters will be transmitted to the utility providers. The documentation received from the utility providers will be field reviewed and verified. If necessary, follow-up communications with the utility providers will be made to clarify the size, type, capacity and extent of the existing facilities. KSN will compile the existing utility information onto an electronic "existing utilities" drawing file tied to the project's horizontal and vertical control and referenced to the project base mapping.

5.2 Utility Conflict Letter (B Letter) – Subsequent to the submittal of the 60% complete construction documents, KSN will prepare Utility Conflict Letters for the City's review and approval. The Utility Conflict Letters will be sent to affected utility providers and will be accompanied with two copies of the 60% improvement plans that will depict the locations of potential conflicts between existing utilities and the proposed project improvements. The Letters will formally request the utility provider to field verify the vertical and horizontal location of the potential conflict and provide a schedule for the relocation of the facility in conflict. If necessary, follow-up communications with the utility providers, including field meetings and/or field surveys to locate "pothole" information provided by the utility provider, will be made to clarify the potential conflict, and the relocation alignment of the existing facility to mitigate the conflict. KSN will incorporate the utility relocation information into the electronic "existing utilities" drawing file described above.

5.3 Final Project Plans Letter (C Letter) – Subsequent to the submittal of the final construction documents (bid set), KSN will prepare a Final Project Plans Letter for the City's review and approval. Upon the City's approval, KSN will send two sets of the final improvement plans to each affected utility provider. The letter accompanying the plans will request written confirmation of any required utility relocation and a relocation schedule. The letter will also inform the utility provider of any changes to the design made since the 60% submittal, the project bid date, the approximate date construction will begin, and the approximate date construction will be completed.

KSN will maintain a utility contact summary sheet that will include pertinent information for each utility such as the contact person, address and telephone numbers, description of the utility's facilities, dates that the Utility Letters described above are sent, a summary of each utility's response to the Utility Letters, dates and details of follow-up communications with each utility, etc.

Task 6 Plans, Specifications, and Estimate

6.1 Initial Cross Section Alternatives - W-Trans will prepare cross section alternatives for each section of the study area to clearly define the design intent for the updated roadway geometrics. The cross sections will clearly show the width of each travel lane, bike facility and parking, if maintained. Sidewalks will not be included since they are not anticipated to change. Where there are options, multiple alternative will be included. These cross sections will be reviewed with City staff, then with the public during the outreach phase. The selected alternatives will then move forward in the proves.

The W-Trans team will prepare complete PS&E documents which include design improvement plans for striping, drainage and other civil details. The plans, specifications, and estimate (PS&E) packages will be prepared in accordance with the City's standards and current California Manual on Uniform Traffic Control Devices (CA MUTCD). The improvement plans will be prepared in an Autodesk Civil 3D version 2018 compatible electronic format. W-Trans will prepare all Signage and Striping plans while KSN will prepare Civil Design detail sheets. The submittal will include seven (7) sets of plans, (4) sets of 24" x 36" and (3) sets of 11" x 17", one (1) pdf copy of the plans, specifications, and engineer estimates at the 35%, 65%, and 95% stages to the City for review and comment.

KSN will prepare improvement plans for the repair and/or replacement of isolated areas of existing curb, gutter and sidewalk, (limited to no more than a total of 1,000 linear feet).

6.2 35% Plans – These plans will include all geometric changes based on input from the City and the Public. Based on comments from the City, itemized responses will be presented as a matrix. The original red-lined mark-ups from the review agency will be returned.

6.3 65% Plans - These plans will include all geometric changes, signing details, striping details and traffic signal modification details. Based on comments from the City, itemized responses will be presented as a matrix. The original red-lined mark-ups from the review agency will be returned.

For Traffic Signal locations, existing Gridsmart video detection is visible at most signalized intersections. The position of the cameras suggests detection in the bike lane can be incorporated by reprogramming the zones in the cameras to add the new bike zones. Except at locations specifically noted, this proposal assumes the reprogramming will be completed by City forces and no traffic signal modification plans are required.

W-Trans will prepare an abbreviated traffic signal modification plan for the intersection of East Acacia Street/North San Joaquin Street to add new detector loops in the proposed eastbound and westbound bike lanes. The abbreviated plan will include a plan view only, formatted to be printed as a page in the specifications. Existing poles, loops, and conduits will be shown on the plans, along with new loops and conduits, where needed.

6.4 95% Plans – These plans will also include Notes, Design Specifications and Engineers Estimate. Based on comments from the City, itemized responses will be presented as a matrix. The original red-lined mark-ups from the review agency will be returned.

6.5 100% Plans - After the 95% submittal review by City staff, a 100% check print will be submitted for editorial purposes prior to plotting on mylars. Final submittal will include: one (1) set of mylar final design plans with specifications and a final engineer's estimate, and AutoCAD formatted drawing files in an electronic format.

After completion of construction, Consultant will incorporate the red-lined plans (provided by the Contractor) into an as-built (24" x 36") plan set on re-signed mylars. Electronic files of the as-built drawings will be submitted in .PDF and .DWG or .DXF formats. (See Task 7)

Task 7 – Project Completion

7.1 Design Support During Construction - The W-Trans team will be available to address inquiries submitted during bidding and construction phases of the project. This task will include, but is not limited to, the following:

- Bidding Support
- Respond to Requests for Information/Clarifications during bidding and construction
- Prepare addenda
- Review construction submittals
- Assist City staff in reviewing Contract Change Orders
- Attend construction meetings, if necessary
- Assist the City Inspector with specific design-related issues during construction

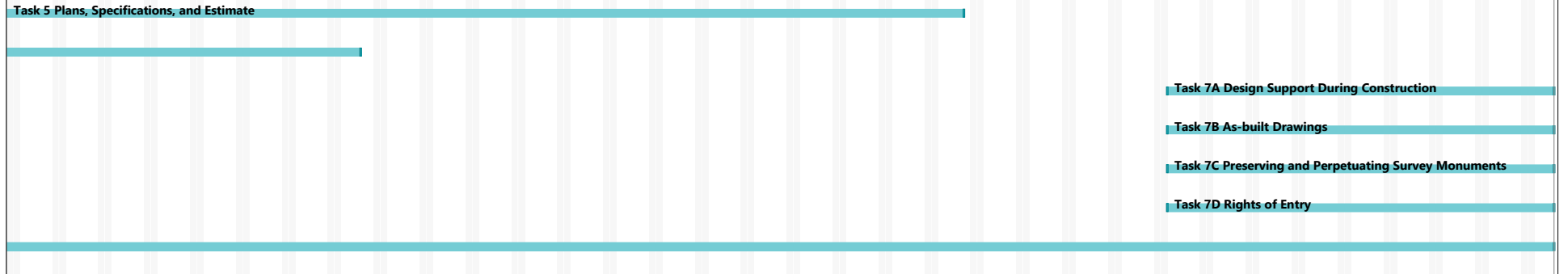
7.2 As-built Drawings - The W-Trans team will prepare as-built drawings upon receipt of red-lines from the contractor. W-trans will provide one complete set of as built drawings in AutoCAD. Changes will be reflected on the mylar(s) either by hand or through a new, printed sheet(s).

7.3 Preserving and Perpetuating Survey Monuments - If boundary or right of way monuments are discovered during the field surveys in the limited areas where excavation or above ground improvements will be constructed, they will be located, shown on the plans. Resetting of monuments and post-construction Corner Records are not included in this scope of services and must be included in the contract documents as a responsibility of the contractor. Boundary and right of way surveying/mapping services are not included in this scope in this scope of work.

ID	Task Name	Duration	Start	Finish	
1	Task 1 Background Research	22 days	Wed 4/1/20	Thu 4/30/20	Task 1 Background Research
2	Task 2 Utility Coordination	1.42 mons	Wed 4/15/20	Mon 6/15/20	Task 2 Utility Coordination
3	Task 3 Parking Study and Traffic Operational Analysis	1.77 mons	Wed 4/15/20	Tue 6/30/20	Task 3 Parking Study and Traffic Operational Analysis
4	Task 4 Environmental Services	1.45 mons	Mon 6/1/20	Fri 7/31/20	Task 4 Environmental Services
5	Task 5 Plans, Specifications, and Estimate	3.55 mons	Sat 8/1/20	Thu 12/31/20	Task 5
6	Task 6 Public Outreach	2.13 mons	Wed 7/1/20	Wed 9/30/20	Task 6 Public Outreach
7	Task 7A Design Support During Construction	1.39 mons	Mon 2/1/21	Wed 3/31/21	
8	Task 7B As-built Drawings	1.39 mons	Mon 2/1/21	Wed 3/31/21	
9	Task 7C Preserving and Perpetuating Survey Monuments	1.39 mons	Mon 2/1/21	Wed 3/31/21	
10	Task 7D Rights of Entry	1.39 mons	Mon 2/1/21	Wed 3/31/21	
11	Task 8 Coordination/Meetings	8.42 mons	Wed 4/1/20	Wed 3/31/21	Task 8 Coordination/Meetings

Project: Schedule Date: Mon 9/23/19	Task		Project Summary		Manual Task		Start-only		Deadline	
	Split		Inactive Task		Duration-only		Finish-only		Progress	
	Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
	Summary		Inactive Summary		Manual Summary		External Milestone			

Aug 9, '20 Aug 16, '20 Aug 23, '20 Aug 30, '20 Sep 6, '20 Sep 13, '20 Sep 20, '20 Sep 27, '20 Oct 4, '20 Oct 11, '20 Oct 18, '20 Oct 25, '20 Nov 1, '20 Nov 8, '20 Nov 15, '20 Nov 22, '20 Nov 29, '20 Dec 6, '20 Dec 13, '20 Dec 20, '20 Dec 27, '20 Jan 3, '21 Jan 10, '21 Jan 17, '21 Jan 24, '21 Jan 31, '21 Feb 7, '21 Feb 14, '21 Feb 21, '21 Feb 28, '21 Mar 7, '21 Mar 14, '21 Mar 21, '21 Mar 28, '21



Project: Schedule Date: Mon 9/23/19	Task		Project Summary		Manual Task		Start-only		Finish-only		External Tasks		Manual Summary Rollup		Manual Summary		External Milestone		Manual Progress		External Milestone
	Split		Inactive Task		Duration-only		Finish-only		External Tasks		Manual Summary Rollup		Manual Summary		External Milestone		Manual Progress		External Milestone		Manual Progress
	Milestone		Inactive Milestone		Inactive Milestone		Inactive Milestone		Inactive Milestone		Inactive Milestone		Inactive Milestone		Inactive Milestone		Inactive Milestone		Inactive Milestone		Inactive Milestone
	Summary		Inactive Summary		Inactive Summary		Inactive Summary		Inactive Summary		Inactive Summary		Inactive Summary		Inactive Summary		Inactive Summary		Inactive Summary		Inactive Summary



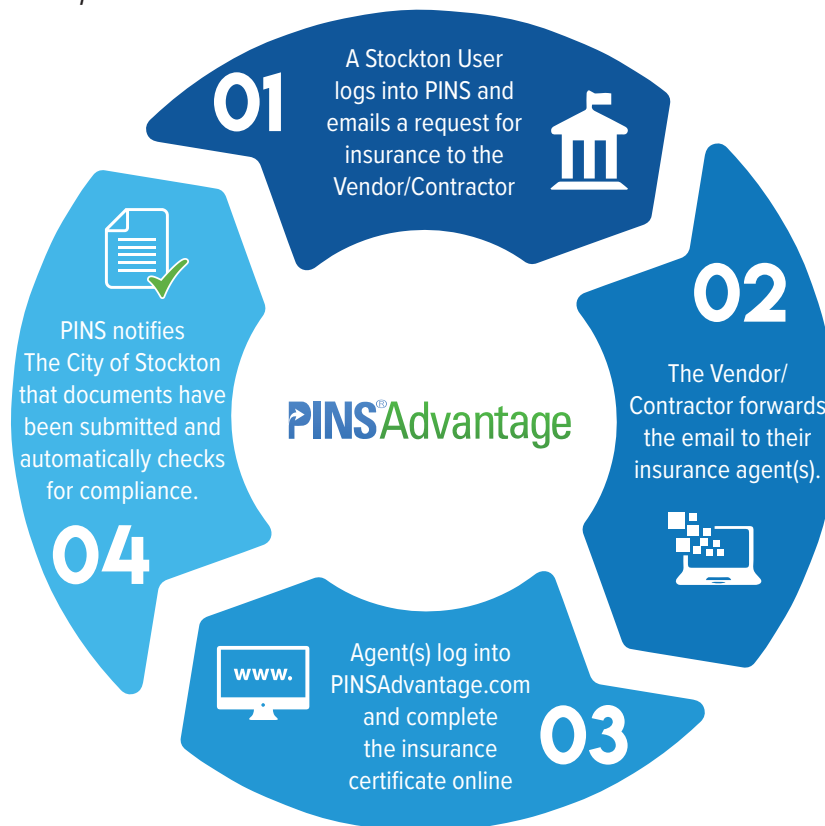
The City of Stockton is now using www.PINSAdvantage.com to track Insurance Certificates and all related documents.

WHAT IS THE PROCESS?

The PINS system starts with **The City of Stockton**. A **Stockton User** logs into PINS and emails a request for proof of insurance to the **Vendor/Contractor**. The **Vendor/Contractor** forwards the request email to their **Insurance Agent(s)**. The **Insurance Agent(s)** logs into www.PINSAdvantage.com and completes the insurance certificate online.

Note: Vendors will receive the insurance request email from: no-reply@pinsadvantage.com

Thank you for your compliance!



PINSAdvantage

www.pinsadvantage.com
+ 1 626 844 1838

Insurance Requirements for Professional Services

Central Stockton Road Diet and Striping Connections, Project No. PW1811

Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability (CGL):** Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

2. **Automobile Liability:** Insurance Services Office Form Number CA 0001 covering, Code 1 (any auto), or if Consultant has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than **\$1,000,000** per accident for bodily injury and property damage.

3. **Workers' Compensation** insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than **\$1,000,000** per accident for bodily injury or disease.
(Not required if consultant provides written verification it has no employees)

4. **Professional Liability (Errors and Omissions)** Insurance appropriate to the Consultant's profession, with limit no less than **\$2,000,000** per occurrence or claim, \$2,000,000 aggregate. (If Claims-made, see below.)

If the Consultant maintains broader coverage and/or higher limits than the minimums shown above, the City of Stockton requires and shall be entitled to the broader coverage and/or higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City of Stockton.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status

The City of Stockton, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Consultant's insurance (at least as broad as ISO Form CG 20 10 11 85 or **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 forms if later revisions used). Additional insured Name of Organization shall read "City of Stockton, its officers, officials, employees, and volunteers." Policy shall cover City of Stockton, its officers, officials, employees, and volunteers for all locations work is done under this contract.

Primary Coverage

For any claims related to this contract, the **Consultant's insurance coverage shall be endorsed as primary** coverage at least as broad as ISO CG 20 01 04 13 as respects the City of Stockton, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City of Stockton, its officers, officials, employees, or volunteers shall be excess of the Consultant's insurance and shall not contribute with it. The City of Stockton does not accept endorsements limiting the Consultant's insurance coverage to the sole negligence of the Named Insured.

Notice of Cancellation

Each insurance policy required above shall state that **coverage shall not be canceled, except with notice to the City of Stockton.**

Waiver of Subrogation

Consultant hereby grants to City of Stockton a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City of Stockton by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City of Stockton has received a waiver of subrogation endorsement from the insurer.

Self-Insured Retentions

Self-insured retentions must be declared to and approved by the City of Stockton Risk Services. The City of Stockton may require the Consultant to provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City of Stockton.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City of Stockton.

Claims Made Policies (note – applicable only to professional liability)

If any of the required policies provide coverage on a claims-made basis:

1. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.
2. Insurance must be maintained and evidence of insurance must be provided ***for at least five (5) years after completion of the contract of work.***
3. If coverage is canceled or non-renewed, and not ***replaced with another claims-made policy form with a Retroactive Date*** prior to the contract effective date, the Consultant must purchase "extended reporting" coverage for a minimum of ***five (5)*** years after completion of contract work.

Verification of Coverage

Consultant shall furnish the City of Stockton with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City of Stockton before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. The City of Stockton reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Consultant shall, prior to the commencement of work under this Agreement, provide the City of Stockton with a copy of its declarations page(s) and endorsement page(s) for each of the required policies.

Subcontractors

Consultant shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City of Stockton is an additional insured on insurance required from subcontractors.

Special Risks or Circumstances

City of Stockton reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Certificate Holder Address

Proper address for mailing certificates, endorsements and notices shall be:

City of Stockton
400 E Main Street, 3rd Floor – HR
Attn: City Risk Services
Stockton, CA 95202

CITY OF STOCKTON, CALIFORNIA
CITY MANAGER ADMINISTRATIVE DIRECTIVE

Subject:	Directive No. HR-15	Page No. 1 of 14
DISCRIMINATION AND HARASSMENT POLICY	Effective Date: 5/1/2015	Revised From: 7/27/09 4/6/09 3/1/2010 (see below)

PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

I. PURPOSE

The purpose of this policy is to reaffirm the City’s commitment to demonstrating respect for all individuals by strictly prohibiting discrimination and harassment, including sexual harassment in the workplace. This policy defines prohibited behavior and conduct, and sets forth a procedure for reporting, investigating and resolving complaints of discrimination, harassment, in the workplace, including retaliation and hostile work environment.

II. POLICY

- A. The City of Stockton prohibits any form of discrimination and/or harassment of any person based on race, religious creed, color, national origin, ancestry, military and veterans status, physical or mental disability, medical condition, genetic characteristics or information, denial of family and medical care leave, marital status, sexual orientation, sex (including gender, gender identity, gender expression, transgender, pregnancy, childbirth and breastfeeding), political affiliation, age (40 and older), concerted labor activity, or any other category or attribute consistent with state or federal law. All such discrimination and harassment is unlawful and shall not be tolerated. In addition, under the federal Affordable Care Act (ACA), the City of Stockton prohibits discrimination and/or harassment, or retaliation against an employee who obtains coverage, receives a tax credit or subsidy through the Health Care “Market Place” or “Exchange.”
- B. It is an unlawful employment practice to discriminate against or to harass an unpaid intern or volunteer on the basis of any legally protected classification unless an exception applies, such as a bona fide occupational qualification.
- C. The City will neither tolerate nor condone discrimination and/or harassment of employees by managers, supervisors, co-workers, or non-employees with whom City employees have a business service, or professional relationship.
- D. All City employees and non-employees share a responsibility to assist in

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CITY MANAGER ADMINISTRATIVE DIRECTIVE

Subject: DISCRIMINATION AND HARASSMENT POLICY	Directive No. HR-15	Page No. 2 of 14
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PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
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maintaining an employment environment free of discrimination and harassment. This policy applies to all aspects of City employment, including, but not limited to, hiring, reassignment, placement, promotion, employment action, disciplinary action, layoff, reemployment, transfer, leave of absence, compensation and benefits, training; or other terms of treatment of that person in an unpaid internship, or another limited duration program to provide unpaid work experience for that person, or the harassment of an unpaid intern or volunteer.

- E. All allegations of discrimination and/or harassment shall be investigated immediately by the City, in accordance with this policy. If it is determined that any prohibited activity has occurred, remedial action shall be taken. Such action may include discipline up to and including discharge. In addition, under applicable law, individual supervisors and employees may be subject to personal liability and/or punitive damages in any litigation arising as a result of such conduct.
- F. All new hires shall attend harassment awareness training, and supervisors and managers shall attend harassment awareness and prevention training for supervisors every two years.
- G. The City of Stockton prohibits retaliation against any employee or non-employee by another employee, non-employee, supervisor, or manager for reporting, filing, testifying, assisting or participating in any manner in any investigation, proceeding, or hearing conducted by the employer or a federal or state enforcement agency.
- H. This policy applies to all officials, employees, volunteers, unpaid interns, agents, or contractors of the City.
- I. This policy shall be administered by the Director of Human Resources.

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CITY MANAGER ADMINISTRATIVE DIRECTIVE

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DISCRIMINATION AND HARASSMENT POLICY	Effective Date: 5/1/2015	Revised From: 7/27/09 4/6/09 3/1/2010 (see below)

PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

III. DEFINITION AND EXAMPLES OF DISCRIMINATION AND HARASSMENT

- A. "Discrimination," as used in this policy, is any action, behavior, practice, or process that is intended to deny, or results in the denial of, employment rights, privileges, or benefits because of a person's race, religious creed, color, national origin, ancestry, military and veterans status, physical or mental disability, medical condition, genetic characteristics or information, denial of family and medical care leave, marital status, sexual orientation, sex (including gender, gender identity, gender expression, transgender, pregnancy, childbirth and breastfeeding), political affiliation, age (40 and older), concerted labor activity, or any other prohibition identified under state and federal law. The following are examples of conduct that may constitute discrimination:
1. Soliciting applications from a source where all or most of potential workers are of the same race or color.
 2. Considering a person's gender as the basis for differences in pay, work assignments, performance evaluations, training, discipline, or any other area of employment; and
 3. Questioning a job applicant about the existence, nature and severity of a disability.
- B. "Harassment," as used in this policy, consists of any conduct affecting another person because of his or her race, religious creed, color, national origin, ancestry, military and veterans status, physical or mental disability, medical condition, genetic characteristics or information, denial of family and medical care leave, marital status, sexual orientation, sex (including gender, gender identity, gender expression, transgender, pregnancy, childbirth and breastfeeding), political affiliation, age (40 and older), concerted labor activity, or any other category or attribute identified under state and federal law when such conduct has the purpose or the effect of: (1) creating an intimidating, hostile or offensive work environment; (2) unreasonably interfering with the employee's or non-employee's work performance; or (3)

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PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
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otherwise adversely affecting an employee's or non-employee's employment opportunities.

Harassment may take many forms, including, but not limited to, the following examples:

1. Verbal Harassment: Epithets, derogatory and offensive comments or slurs based on race, religion, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, medical condition, gender, sexual orientation, political affiliation, age, or any other category or attribute identified under state and federal law.
 2. Physical Harassment: Assault, impeding or blocking movement that results in the physical interference with normal work or movement on the basis of race, religion, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, medical condition, gender, sexual orientation, political affiliation, age, or any other category or attribute identified under state and federal law.
 3. Visual Harassment: The displaying of posters, photography, notices, bulletins, e-mails, cartoons or drawings with derogatory and offensive content based on race, religion, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, medical condition, gender, sexual orientation, political affiliation, age, or any other category or attribute identified under state and federal law.
- C. "Sexual harassment," as used in this policy, is a subcategory of harassment, and is specifically defined by law as unwanted sexual advances, requests for sexual favors or visual, verbal or physical conduct of a sexual nature when:
1. Submission to such conduct is made a term or condition of employment; or
 2. Submission to or rejection of such conduct is used as a basis for employment decisions affecting the individual; or

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Subject: DISCRIMINATION AND HARASSMENT POLICY	Directive No. HR-15	Page No. 5 of 14
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3. Such conduct has the purpose or effect of unreasonably interfering with an employee's or non-employee's work performance or creating an intimidating, hostile or offensive working environment because of the persistent, severe or pervasive nature of the conduct.

Examples of Sexual Harassment include, but are not limited to the following:

- a. Unwelcome sexual overtures or propositions.
- b. Offering employment benefits or status in exchange for sexual favors.
- c. Making or threatening retaliation after a negative response to sexual advances.
- d. Visual conduct such as leering, making sexual gestures, displaying sexually suggestive objects or pictures, cartoons, calendars or posters.
- e. Verbal conduct such as using epithets or slurs, telling sexually explicit jokes, or making derogatory or suggestive comments about a person's body or dress.
- f. Written communications of a sexual nature distributed in hard copy, soft copy or via a computer network.
- g. Verbal abuse of a sexual nature, graphic verbal commentary about an individual's body, sexually degrading words to describe an individual, suggestive or obscene letters, notes or invitations.
- h. Physical conduct such as touching, assaulting, impeding or blocking movements.

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- i. Retaliation for making harassment reports or threatening to report harassment.

- D. Affordable Care Act (ACA) Anti-Retaliation
 Pursuant to section §1558 of the Affordable Care Act, the City prohibits discrimination or retaliation towards any employee who:
 - 1. Receives a health insurance tax credit or subsidy through the Health Care “Marketplace” or “Exchange”, by which can trigger a penalty payable by the employer;
 - 2. Reports potential violations of protections afforded under Title I of the Act, which provides guaranteed availability protections among other things;
 - 3. Testifies in a proceeding concerning such violation;
 - 4. Assists or participates in a proceeding concerning a violation; or
 - 5. Objects to, or refuses to participate in, any activity, policy, practice, or assigned task that the employee reasonably believes to be in violation of any provision of the Title I of the Act.

An employee who believes that he or she has been discharged or otherwise discriminated against in violation of section §1558 of the Affordable Care Act may seek relief in accordance with the procedures, notifications, burdens of proof, remedies, and statutes of limitation set forth in section 2087(b) of title 15, United States Code.

IV. REPORTING AND COMPLAINT PROCEDURES

A. Immediate Action Required

The City’s reporting and complaint procedures provide for an immediate, thorough and objective investigation of discrimination or harassment claims, appropriate disciplinary action taken against any person found to have engaged in prohibited behavior, and appropriate alternative remedies to any

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employee or non-employee subject to discrimination or harassment. To accomplish this, such incidents must be reported immediately to a supervisor or manager.

1. Employee's and Non-Employee's Responsibilities when Subjected to Discrimination and/or Harassment
 - a. Employees or non-employees who believe they have been subjected to discrimination or harassment, or are aware of discrimination or harassment against others, shall report the situation immediately to his/her supervisor or manager, except as specified in subsection (b), below. Employees and non-employees shall report any such incidents occurring in the workplace, whether committed by coworkers, supervisors or managers, or third persons doing business with the City, such as customers or vendors, or other non-employees. If comfortable doing so, an employee or non-employee who has a complaint of discrimination or harassment is encouraged to directly inform the person(s) engaging in the behavior that such conduct is offensive and insist the behavior to stop.
 - b. Employees and non-employees must immediately contact a supervisor or manager to register a complaint of discrimination or harassment, unless that supervisor or manager is the individual engaging in the unwanted behavior. In that case, the employee or non-employee may contact someone at the next supervisory level. If the employee or non-employee feels uncomfortable dealing directly with his or her immediate supervisor or manager, he or she may contact the department head, or the Director of Human Resources (or either of their designees) to register a complaint of discrimination or harassment.
 - c. Employees and non-employees may file a formal complaint of harassment or discrimination with their department head or

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with Human Resources. To assist the City in conducting a thorough investigation, complaints shall be submitted in writing and shall include specific details of the incident(s), the names of the individuals involved, the names of any witnesses, and any documentary evidence (notes, pictures, cartoons, etc.) that will corroborate the allegations.

- d. Employees and non-employees shall immediately report any retaliation to a supervisor, manager, department head or Director of Human Resources (or designee). All retaliation complaints shall be immediately, objectively and thoroughly investigated in accordance with the investigation procedures. If a report of retaliation is substantiated, appropriate disciplinary action, up to and including discharge shall be taken.

2. Supervisor's or Manager's Responsibilities to Eliminate Discrimination and/or Harassment

- a. A supervisor or manager is responsible for enforcing the City's discrimination and harassment policy. Supervisors or managers must ensure that all employees and non-employees are aware of the City's policy through open discussion of the policy at staff meetings and by posting the policy in a conspicuous location accessible to all staff members.
- b. A supervisor or manager shall be cognizant of employees' and non-employees' behavior and shall not permit any employee or non-employee under their supervision to be subjected to or engage in any conduct prohibited by this policy.
- c. A supervisor or manager who observes conduct prohibited by this policy shall immediately direct the employee or non-employee to cease the conduct.

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- d. A supervisor or manager who receives a complaint of prohibited conduct is required to take the complaint seriously, and report the matter immediately to the department head; be supportive of the complainant; ensure there is no retaliation against the complainant; conduct an internal fact-finding review into the allegations; obtain as much detailed information as possible; thoroughly document the findings; communicate in written form to the parties the resolution of the complaint; and report to and consult with the Human Resources Department promptly, without delay.

- B. Confidentiality. The City will make every effort to protect the privacy and confidentiality of all parties involved, as well as any information and/or documentation obtained, to the extent possible consistent with a thorough investigation.

- C. Penalty for Non-Compliance. The City shall take disciplinary action, up to and including discharge, against any supervisor or manager who fails in his/her responsibility to take immediate action in response to an employee's or non-employee's complaint of discrimination or harassment. Further, such disciplinary action shall be taken against a supervisor or manager who fails to stop discriminatory or harassing conduct committed in his/her presence or to stop such conduct about which the supervisor or manager has knowledge.

V. INVESTIGATION PROCEDURES

A. Determination of Responsibility for Investigation

If a formal complaint is filed with the department head or the Director of Human Resources (or either of their designees), the department head and the Director of Human Resources shall consult with one another to determine whether the department or Human Resources shall conduct the fact-finding investigation into the allegations. Either the department head or the Director of Human Resources (or either of their designees), depending on who is

CITY OF STOCKTON, CALIFORNIA
CITY MANAGER ADMINISTRATIVE DIRECTIVE

Subject: DISCRIMINATION AND HARASSMENT POLICY	Directive No. HR-15	Page No. 10 of 14
	Effective Date: 5/1/2015	Revised From: 7/27/09 4/6/09 3/1/2010 (see below)

PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
 PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

responsible for the investigation, shall issue written notification to the complainant and alleged harasser(s). The notification shall specify the nature of the complaint, and inform the parties that an investigation into the allegations of discrimination and/or harassment shall be conducted.

B. Investigative Guidelines

The investigation shall include the following steps taken in the order best suited to the circumstances:

1. Identify and preserve the evidence.
2. Confirm the name and position of the complainant. Interview the complainant.
3. Allow the complainant the opportunity to place the complaint in writing.
4. Obtain the identity of the alleged harasser(s).
5. Obtain as many details as possible regarding the incident(s) that prompted the complaint, including the number of occurrences, dates, times, locations, and witnesses (if applicable).
6. Ascertain how the complainant felt about the alleged incident when it occurred; complainant's response(s) to the alleged behavior; and witness statements (if applicable).
7. Ascertain if any threats or promises were made in connection with the alleged harassment.
8. Ascertain if the complainant knows of or suspects that there are other victims of harassment by the same person(s).
9. Ascertain whether the complainant has spoken to anyone, especially

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supervisors, about the harassment.

10. Ascertain what resolution would be acceptable to the complainant.
11. Interview the alleged harasser to get his or her side of the story, including any possible motivation for a false allegation.
12. Interview witnesses who were identified by the complainant regarding the alleged harasser or other persons identified during the investigation.
13. Interview witnesses who were identified by the alleged harasser or other persons identified during the investigation.
14. Advise all participants that the investigation is "confidential" and not to engage in any retaliatory conduct, as such conduct is subject to disciplinary action up to and including discharge. Confidentiality will be maintained to the extent possible. An individual who is interviewed during the course of an investigation is prohibited from discussing the substance of the interview, except as otherwise directed by a supervisor or the Director of Human Resources. Any individual who discusses the content of an investigatory interview will be subject to discipline or other appropriate sanction.
15. Conduct follow-up interviews, if warranted.
16. Prepare report of findings and discuss with management and designated legal staff.

VI. RESPONDING TO THE COMPLAINT

- A. Following the completion of the fact-finding investigation, either the department head or the Director of Human Resources (or either of their designees), depending on who is responsible for the investigation, shall

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PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

make a report of findings, along with a recommendation regarding the appropriate remedial action to be taken, if warranted. The recommendation shall be made after reviewing the findings of the investigation, giving consideration to all factual information, the nature of the alleged conduct, and the totality of the circumstances. If the investigation was conducted by the Director of Human Resources, or designee, the Director, or designee, shall confer with the affected department head and both shall concur on the remedial action to be taken, if any. If the investigation was conducted by the department head, the department head shall confer with the Director of Human Resources prior to making the report of findings and both shall concur on the remedial action to be taken, if any.

- B. If either the department head or the Director of Human Resources does not concur with the findings and recommendation of the other, the City Attorney (or designee) shall review and resolve the matter in dispute.
- C. Report of findings and recommendation shall be treated as a confidential document and no other distribution shall be made without first consulting with the City Attorney's Office. A completed investigation report will not be disclosed, except as it is deemed necessary to support a disciplinary action, to take remedial action, to defend the City in adversarial proceedings, or to comply with the law or court order.
- D. Either the department head or the Director of Human Resources (or either of their designees), depending on who is responsible for the investigation shall provide a written response to the complainant and the person alleged to have committed the misconduct, discrimination and/or harassment. The response shall include a copy of the City's discrimination and harassment policy and a memorandum indicating the City's determination as to whether the complaint is:
 - 1. Unsustained: The investigation failed to disclose sufficient evidence to substantiate the allegation(s).
 - 2. Unfounded: The investigation proved that the act(s) or omission(s)

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PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
 PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

complained of did not occur. The finding also applies when the individual employee(s) named in the complaint were not involved in the act(s) or omission(s) alleged.

3. Sustained: The investigation disclosed sufficient evidence to substantiate the allegation(s) made in the complaint; appropriate action will be taken.

E. Details regarding any specific fact-findings or disciplinary action to be taken will not be communicated to the complainant. The City Attorney shall review the response for legal sufficiency before dissemination.

F. The City shall close and retain the investigation file, in accordance with applicable laws, regulations, and City policy regarding retention of City records.

VII. DISCIPLINE

Disciplinary action imposed as a result of any investigation conducted pursuant to this policy shall be commensurate with the severity of the offense, up to and including discharge, even for a first offense.

VIII. ALTERNATIVE REMEDIES

If upon exhausting all internal remedies to file, investigate, and respond to a charges of discrimination/harassment, pursuant to title VII of the Federal Civil Rights Act of 1964 (42 U.S.C §§ 2000e *et seq.*), any person has a right to file a charge of discrimination/harassment with the Equal Employment Opportunity Commission ("EEOC"). In addition, pursuant to the California Fair Employment and Housing Act (Gov. Code §§ 12900 – 12996.) a person may also file a complaint of discrimination/harassment with the California Department of Fair Employment and Housing ("DFEH"). Employees or non-employees who believe that they have been subjected to discrimination/harassment may file a complaint with either of these

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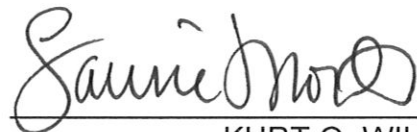
PER-015 (Sexual Harassment in the Workplace) revised from 10/21/94, 5/1/95, 1/1/98
 PER-037 (Sexual Harassment Investigative Procedures) revised from 2/15/93

agencies. Both the EEOC and DFEH serve as neutral fact-finders and attempt to assist parties in resolving disputes voluntarily.

IX. COMMUNICATION OF POLICY

This policy shall be provided to all managers, supervisors, employees, volunteers, unpaid interns, agents or contractors of the City and shall be posted in the appropriate places. All employees shall participate in City approved harassment awareness training as directed by management or Human Resources; and all supervisors, as required by law, shall participate in City approved interactive harassment awareness training and education sessions at least once every two years, or as otherwise specified by law.

APPROVED:



KURT O. WILSON
CITY MANAGER

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City of Stockton

Legislation Text

File #: 20-6785, **Version:** 1

PUBLIC HEARING TO APPROVE A RESOLUTION OVERRULING PROTESTS, ADOPTING THE DELINQUENT UTILITY SERVICE ASSESSMENT REPORT, AND DIRECTING THE ASSESSMENTS BE PLACED ON THE SAN JOAQUIN COUNTY TREASURER/TAX-COLLECTOR'S TAX ROLL

RECOMMENDATION

Conduct a public hearing to consider all objections or protests to the proposed Delinquent Utility Service Charges, 2020 Assessment Report ("2020 Assessment Report") for delinquent water, sewer, solid waste collection, and stormwater service charges ("utility service charges") incurred by property owners.

After the public hearing, if a majority protest does not exist, it is recommended that the City Council approve a resolution to:

1. Overrule all public protests;
2. Confirm the unpaid utility service charges set forth in the 2020 Assessment Report;
3. Adopt the 2020 Assessment Report;
4. Direct the assessments to be placed on the San Joaquin County Treasurer-Tax Collector's Tax Roll; and
5. Authorize the City Manager to take any necessary and appropriate actions to carry out the purpose and intent of the resolution.

Summary

The Administrative Services Department bills for and collects utility service charges. Despite efforts to collect unpaid utility service charges, the delinquency rate in areas where customers do not receive water service from the City of Stockton is approximately 21% each month.

To address the significant amount of uncollected delinquent utility service charges, the City Council directed staff to form a task force to study the issue and develop solutions. The task force recommended that the City proceed with recording liens and assessing charges incurred by property owners. Consequently, the City Council approved Resolution 2018-03-20-1403, which brought the City's preexisting utility rates under the authority of the California Health and Safety Code ("HSC"). When property owners do not pay delinquent charges for 60 or more days, the HSC allows the City to place a lien for services provided to the property and collect the lien through an assessment against the property.

On May 18, 2020, staff sent certified and standard letters to 898 property owners advising them of the City's intent to assess delinquent charges. The notices also informed the property owners of their right to appeal at an administrative hearing for the proposed assessment. The City held administrative hearings on June 3 and June 4, 2020. The Administrative Hearing Officer confirmed the accuracy of the assessments in the 2020 Assessment Report presented for City Council adoption. If the Council adopts the report, the assessments will appear on the affected property owners' property tax bill that will be issued and collected by the San Joaquin County Treasurer-Tax Collector.

DISCUSSION

Background

The Stockton Municipal Code requires all properties in the City "subscribe to and pay for" solid waste, sewer, and stormwater services. In areas where the City provides water services, the City terminates that service when an account becomes delinquent. However, in areas where the City does not provide water, it cannot terminate water service and must utilize alternative enforcement actions, including calling customers, tagging doors, and referring accounts to a collection service. Despite the City's efforts to collect delinquent utility service charges in areas where the City does not provide water services, the delinquency rate for City utilities in these areas is approximately 21% each month.

On January 9, 2018, a Council study session was held to discuss the significant increase in delinquent utility accounts, and as a result, Council directed staff to form a task force to study the issue. The task force recommended the City pursue delinquencies incurred by property owners by applying liens and assessments.

On March 20, 2018, Council adopted Resolution 2018-03-20-1403, reaffirming and reenacting the City's previously approved utility rates and service charges to bring the rates under the authority of the HSC. Pursuant to HSC Section 5473 et. seq., the City may elect to have its water, sewer, stormwater, and solid waste collection services charges, and any delinquent utility service charges and penalties collected on the San Joaquin County Tax Roll.

In accordance with Resolution 2018-03-20-1403 and the direction of City Council, Administrative Services began the process to place property owner utility delinquencies on the tax roll. Staff continued to work through various solutions related to tenant delinquencies and convened another task force. The task force recommended the adoption of an owner-only billing ordinance on February 5, 2019. Council adopted Ordinance 2019-02-05-1403, which requires utility service accounts in areas where the City does not provide water service to be held in the name of the property owner. The transition to owner-only billing is ongoing and will be complete by December 31, 2020.

Liens and assessments are two separate collection methods recommended by the task force and approved by the Council. To qualify for either collection method, delinquencies must be greater than 60 days, and the bill must be in the property owner's name. Before a lien is recorded, the City notifies customers by certified and standard mail of the delinquent balance and a due date to avoid the lien. The notices also inform the property owners of their right to appeal or to pay the delinquent charges by the date provided. If the delinquent balance remains unpaid, the City records a lien

against the parcel with San Joaquin County. The customer can pay their delinquent balance at any time, and once satisfied, the lien may be removed. However, if a customer chooses not to pay their delinquent balance to the City, the lien remains on the parcel, which protects the City's interest in the event the property sells. When the customer refinances or sells the property, the lien is listed on the title report stating there are funds due to the City, and the City receives payment from the refinance or sale proceeds.

Customers with a lien against their property who continue to have a delinquent balance are subject to collection through the assessment process. Assessment allows for the collection of the delinquent balance, fees, and charges through the property tax roll. The amount is included in the annual parcel property tax bill. This collection method is only for accounts that have an existing lien against the property, are billed in the property owner's name, and continue to have a delinquent balance greater than 60 days. These customers have gone through the City's lien process, continue to have a delinquent balance, and are now subject to the assessment process. Prior to assessment, the City notifies customers of the delinquent amount, due date, and appeal process.

Staff evaluated properties with outstanding utility liens for potential assessment on the property tax roll. Accounts with delinquent balances of 60 days or more were included in the proposed 2020 Assessment Report. Property owners were notified of the outstanding charges, proposed assessment amount, due date, and appeal process. A total of 898 notices were sent by certified and standard mailing on May 18, 2020, for a total of \$1,486,017 in delinquent utility service charges. The City must submit a final 2020 Assessment Report to the San Joaquin County Tax Collector by August 10 of each year.

Present Situation

To be sent to assessment, properties must have a recorded lien against the parcel and a delinquent balance for 60 days or more. Only utility service accounts billed in the owner's name are eligible for lien and assessment. Of the 898 notices mailed on May 18, 2020, seven property owners attended the administrative hearings held on June 3 and June 4, 2020. The hearings provided those property owners an opportunity to appear before an Administrative Hearing Officer to contest the placement of their charges on the property tax roll. The administrative hearings are not intended for property owners to challenge the amounts due; it is only to determine the appropriateness of assessing the delinquent charges. Billing errors or disputes had to be provided to the City within five days of the regular monthly billing invoice.

The Administrative Hearing Officer confirmed charges for payment or assessment to the property taxes and issued Administrative Orders (Attachment A) confirming that the placement of charges is appropriate but requesting that the nine appellants be placed on payment arraignments to avoid 2021 assessment.

Property owners that received a Notice of Assessment had until June 22, 2020, to pay their balance and avoid assessment of delinquent charges. As of June 30, 2020, there are 780 delinquent accounts remaining, totaling \$1,300,255.72 in outstanding utility services charges, interest, penalties, and fees that will be referred to the County for assessment if approved by Council. Staff updated the proposed 2020 Assessment Report, Exhibit 1 to the Resolution, to reflect the Administrative Orders and payments received.

The HSC requires the City to hold a public hearing on the report of delinquent utility service charges subject to assessment and consider any objection or protests. At the conclusion of the hearing, if a majority protest does not exist, staff recommends that Council pass a resolution to adopt the 2020 Assessment Report and confirm the assessments, with or without modification.

If approved, the Administrative Services Department will submit the 2020 Assessment Report to the County no later than August 10, 2020. The City will record the assessed amounts against the property owners' utility accounts and will not accept additional payments on the assessed amounts. The City will receive payment for the assessed amounts from the County through the Teeter Plan. Under the Teeter Plan, the County remits the assessment amounts to the City in full, even if the property taxes are not paid or paid late. In exchange for the advance, any penalties or interest due on the delinquent property taxes will be paid to and retained by the County. The City will receive the funds in two payments from the County in January and April 2021.

Public Notice


In accordance with the HSC, "A Notice of Intent to Hold a Public Hearing" was published once a week for two successive weeks before City Council action.

FINANCIAL SUMMARY


As of June 30, 2020, \$1,300,255.72 in delinquent utility service charges and interest billed to property owners will be referred to the County for assessment. This amount is included and anticipated in the FY 2020-21 revenue budgets for the three Municipal Utility Department Enterprise Funds - Water Utility (421), Wastewater Utility (431), and Stormwater Utility (441). Assessment revenue for garbage services will be deposited into the Waste Management accounts, Account No. 689-0000-239 for distribution to the appropriation solid waste service provider.

Final assessment amounts may vary due to customer payments received prior to transmission to the County.

Attachment A - Administrative Order, 2020 Assessment Report


June 3-4, 2020 HEARING DATE	8:00 am HEARING TIME	BLANKET ADMINISTRATIVE ORDER		See Attached Case/AR #
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: Refer to attached Roster		
RESPONSIBLE PERSON/APPELLANT: Refer to attached Roster		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: 2020 Tax Assessment Hearing				
<p>DECISION:</p> <p>The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to:</p> <p>_____</p> <p><input type="checkbox"/> The appeal is hereby denied based on:</p> <p>_____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> <u>(See Exhibit 1 to the Resolution)</u> must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p> <p><u>Additional Comments/Orders:</u></p> <p>All City of Stockton customers on the attached roster were notified of this hearing by certified mail. With the exception of customers who are able to reach suitable payment arrangements with the City of Stockton on or before June 20 2020, the City of Stockton is hereby granted the ability to enforce its liens against the listed customers by adding the delinquent amounts listed to the property tax roll of San Joaquin County for collection. The City of Stockton is further granted the ability to seek reimbursement of all costs and expenses associated with the enforcement of the said liens.</p>				
HEARING OFFICER				DATE June 5, 2020

ALL DECISIONS SHALL BE FINAL

HEARING DATE June 3, 2020.	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM	See Attached CASE# Roster
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 1532 S. Sutter St.		
RESPONSIBLE PERSON/APPELLANT: Keith Williams		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: 2020 Assessment Hearings				
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to: _____</p> <p><input type="checkbox"/> The appeal is hereby denied based on: _____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>				
<p><u>Additional Comments/Orders:</u></p> <p>The outstanding charges of \$4,940.90 are hereby confirmed for payment.</p> <p>The said charges will not be assessed to the Appellant's property taxes as the Appellant paid off the said charges prior to June 20, 2020.</p>				
Hearing Officer 			DATE June 23, 2020	


ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE 3 June 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM	See attached roster CASE#
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 225 E. Mendocino Ave.		
RESPONSIBLE PERSON/APPELLANT: Donisia Simmons		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: 2020 Assessment Hearings				
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to: _____</p> <p><input type="checkbox"/> The appeal is hereby denied based on: _____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>				
<p>Additional Comments/Orders:</p> <p>The outstanding charges of \$1,267.26 are hereby confirmed for payment. The charges will not be assessed to Appellant's property taxes for 2020. Payment of said charges is to be made according to the payment terms agreed upon with the Revenue Division of the City of Stockton. If Appellant fails to pay as agreed upon, Appellant will not be eligible to be considered for a payment plan for any charges that may be outstanding in 2021.</p>				
Hearing Officer 			DATE 6/19/20	

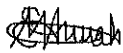
ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE 3 June 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM	See attached roster CASE#
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 233 N. Aurora St.		
RESPONSIBLE PERSON/APPELLANT: Lawrence Feltes		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: \$1,031.18				
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to: _____</p> <p><input type="checkbox"/> The appeal is hereby denied based on: _____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>				
<p>Additional Comments/Orders: _____</p> <p><small>The outstanding charges of \$1,031.18 are hereby confirmed for payment. The charges will not be assessed to the Appellant's property taxes for 2020. Payment of the said charges is to be made by the Appellant according to the payment terms agreed upon with the Revenue Division of the City of Stockton. If the Appellant fails to pay the said charges as agreed, Appellant will not be eligible to be considered for a payment plan for any charges that may be outstanding in 2021.</small></p>				
Hearing Officer 			DATE 06/19/2020	


ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE June 3, 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM	See attached CASE# roster
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 1524 S. Sutter St.		
RESPONSIBLE PERSON/APPELLANT: Keith Williams		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: 2020 Assessment Hearings				
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to: _____</p> <p><input type="checkbox"/> The appeal is hereby denied based on: _____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or <u>assessment to the property taxes.</u></p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>				
<p><u>Additional Comments/Orders:</u></p> <p>The outstanding charges of \$4,940.70 are hereby confirmed for payment.</p> <p>The said charges will not be assessed to the Appellant's property taxes on the grounds that the Appellant has paid off the said charges prior to June 20, 2020.</p>				
Hearing Officer: 			DATE June 23, 2020	


ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE June 3, 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM See attached CASE# roster
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 2138 Pilgrim St.	
RESPONSIBLE PERSON/APPELLANT: Keith Williams		CITY REPRESENTATIVE:	
SUBJECT OF APPEAL: 2020 Assessment Hearings			
<p>DECISION:</p> <p>The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to:</p> <p>_____</p> <p><input type="checkbox"/> The appeal is hereby denied based on:</p> <p>_____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>			
<p><u>Additional Comments/Orders:</u></p> <p>The outstanding charges of \$4,030.85 are hereby confirmed for payment.</p> <p>These charges will not be assessed to Appellant's property taxes on the grounds that the Appellant paid off the outstanding charges prior to June 20th 2020.</p>			
Hearing Officer 			DATE June 23, 2020


ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE June 4, 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM	See Attached CASE# Roster
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 1857 Lomita Avenue		
RESPONSIBLE PERSON/APPELLANT: Mark Rivera		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: 2020 Assessment Hearings				
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to: _____</p> <p><input type="checkbox"/> The appeal is hereby denied based on: _____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>				
Additional Comments/Orders:				
<p>The outstanding charges of \$4,502.90 are hereby confirmed for assessment to the Appellant's property taxes due to the Appellant's inability to reach a payment agreement with the Revenue Division of the City of Stockton by June 20 2020. The City of Stockton is hereby granted the ability to enforce its lien by adding the said outstanding charges to the Property Tax Roll of San Joaquin County for collection. San Joaquin County is further granted the ability to seek the reimbursement of all costs and expenses associated with the enforcement of same.</p>				
Hearing Officer: 			DATE: June 22, 2020	


ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE June 3, 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM See attached CASE# Roster
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 1428 N. Madison St.	
RESPONSIBLE PERSON/APPELLANT: Mark Cartwright		CITY REPRESENTATIVE: Alisha Singh	
SUBJECT OF APPEAL: 2020 Assessment Hearings			
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to:</p> <p>_____</p> <p>_____</p> <p><input type="checkbox"/> The appeal is hereby denied based on:</p> <p>_____</p> <p>_____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>			
<p><u>Additional Comments/Orders:</u></p> <p>The charges of \$1,530.16 are hereby confirmed for assessment to the Appellant's property taxes due to the Appellant's inability to reach a payment agreement with the Revenue Division of the City of Stockton by June 20, 2020. The City of Stockton is hereby granted the ability to enforce its liens by adding the said outstanding charges to the Property Tax Roll of San Joaquin County for collection. San Joaquin County is further granted the ability to seek the reimbursement of all costs and expenses associated with the enforcement of same.</p>			
Hearing Officer 			DATE: June 22, 2020.


ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE 06/04/2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM	Refer to attached Order
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 2527 McCloud River Rd.		
RESPONSIBLE PERSON/APPELLANT: Albert Jones		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: 2020 Assessment Hearings				
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to: _____</p> <p><input type="checkbox"/> The appeal is hereby denied based on: _____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>				
<p><u>Additional Comments/Orders:</u></p> <p>The outstanding charges of \$475.67 are hereby confirmed for payment. The charges will not be assessed to Appellant's property taxes for 2020. Payment is to be made according to the terms agreed upon with the Revenue Division of the City of Stockton. If Appellant fails to make payment according to the terms agreed upon, Appellant shall not be eligible to be considered for a payment plan for any charges that may be outstanding in 2021.</p>				
Hearing Officer 			DATE: June 22, 2020	

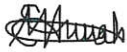
ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE June 3, 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM See attached CASE# roster
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 1730 S. Stanislaus St.	
RESPONSIBLE PERSON/APPELLANT: Keith Williams		CITY REPRESENTATIVE: Alisha Singh	
SUBJECT OF APPEAL: 2020 Assessment Hearings			
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to:</p> <p>_____</p> <p><input type="checkbox"/> The appeal is hereby denied based on:</p> <p>_____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>			
<p><u>Additional Comments/Orders:</u></p> <p>The outstanding charges of \$3,177.59 are hereby confirmed for payment.</p> <p>The said charges will not be assessed to the Appellant's property taxes on the grounds that the Appellant paid off the said charges prior to June 20, 2020.</p>			
Hearing Officer : 			DATE June 23, 2020


ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE June 3, 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM	See attached CASE# Roster
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 45 E. Monterey Ave.		
RESPONSIBLE PERSON/APPELLANT: Mark Cartwright		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: 2020 Assessment Hearings				
<p>DECISION:</p> <p>The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to:</p> <p>_____</p> <p>_____</p> <p><input type="checkbox"/> The appeal is hereby denied based on:</p> <p>_____</p> <p>_____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or <u>assessment to the property taxes.</u></p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p> <p>Additional Comments/Orders:</p> <p>The charges of \$1,457.80 are assessed to the Appellant's property taxes for 2020 due to the Appellant's inability to reach a payment agreement with the Revenue Division of the City of Stockton by June 20, 2020. The City of Stockton is hereby granted the ability to enforce its liens by adding the said outstanding charges to the Property Tax Roll of San Joaquin County for collection. San Joaquin County is further granted the ability to seek the reimbursement of all costs and expenses associated with the enforcement of same.</p>				
Hearing Officer 			DATE : June 22, 2020	


ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE June 3, 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM	See attached CASE# roster
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 942 Porter Ave.		
RESPONSIBLE PERSON/APPELLANT: Keith Williams		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: 2020 Assessment Hearings				
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to: _____</p> <p><input type="checkbox"/> The appeal is hereby denied based on: _____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>				
<p><u>Additional Comments/Orders:</u></p> <p>The outstanding charges of \$4, 888.90 are hereby confirmed for payment.</p> <p>The said charges will not be assessed to Appellant's property taxes as they were paid off prior to June 20, 2020.</p>				
Hearing Officer: 			DATE June 23, 2020	


ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE JUNE 4, 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM	Refer to attached roster
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 2232 Fullerton Avenue		
RESPONSIBLE PERSON/APPELLANT: Jose Hernandez		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: 2020 Assessment Hearings				
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to: _____ _____</p> <p><input type="checkbox"/> The appeal is hereby denied based on: _____ _____</p> <p><input checked="" type="checkbox"/> The charges <u>are</u> confirmed for payment or <u>assessment to the property taxes.</u></p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>				
<u>Additional Comments/Orders:</u>				
<p>The outstanding charges of \$895.42 are hereby confirmed for payment. The charges will not be assessed to the Appellant's property taxes for 2020. Payment is to be made according to the payment terms agreed upon with the City of Stockton. If the Appellant does not pay according to the terms agreed upon, Appellant will not be eligible to be considered for a payment plan for any charges that may be outstanding in 2021.</p>				
Hearing Officer 			DATE June 22, 2020	

ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

HEARING DATE June 3, 2020	8:30 HEARING TIME	ADMINISTRATIVE ORDER	AGENDA ITEM	See attached CASE# roster
HEARING OFFICER: Edith M. Awuah		PROPERTY ADDRESS: 952 Porter Ave..		
RESPONSIBLE PERSON/APPELLANT: Keith Williams		CITY REPRESENTATIVE: Alisha Singh		
SUBJECT OF APPEAL: 2020 Assessment Hearings				
<p>DECISION: The appellant having appeared <input checked="" type="checkbox"/> or by absence, having waived his/her right to appear <input type="checkbox"/> or having been represented by _____ as he/she has authorized <input type="checkbox"/>, on the above referenced date to protest the action taken:</p> <p><input type="checkbox"/> The appeal is hereby granted based on the failure of the City to: _____ _____</p> <p><input type="checkbox"/> The appeal is hereby denied based on: _____ _____</p> <p><input checked="" type="checkbox"/> The charges are confirmed for payment or assessment to the property taxes.</p> <p><input type="checkbox"/> _____ must be abated/corrected by _____</p> <p><input type="checkbox"/> _____ must be corrected by _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Hearing continued until _____</p>				
<p><u>Additional Comments/Orders:</u></p> <p>The outstanding charges of \$4,688.99 are hereby confirmed for payment.</p> <p>The said charges will not be assessed to the Appellant's property taxes on the grounds that the Appellant paid off the said charges prior to June 20, 2020.</p>				
Hearing Officer: 			DATE June 23, 2020	

ALL DECISIONS SHALL BE FINAL

REINSPECTION AND CASE PROCESSING FEES ARE COST RECOVERY ITEMS THAT ARE NOT SUBJECT TO APPEAL AND CAN NOT BE WAIVED BY A HEARING OFFICER.

Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION OVERRULING PROTESTS, CONFIRMING THE DELINQUENT UTILITY BILLING CHARGES, ADOPTING THE DELINQUENT UTILITY SERVICES CHARGES, 2020 ASSESSMENT REPORT, AND DIRECTING THE ASSESSMENTS BE PLACED ON THE SAN JOAQUIN COUNTY TAX ROLL

On Mach 20, 2018, the City Council adopted Resolution 2018-03-20-1403, which reaffirmed and reenacted the City of Stockton's previously adopted water, sewer, solid waste collection, and stormwater service rates and charges, to avail itself of the authority under the California Health and Safety Code to collect such rates and charges on the tax roll; and

Pursuant to California Health and Safety Code section 5473 *et seq.*, the City has the authority to elect to have its water, sewer, solid waste collection, and storm water service charges, and any such delinquent charges and applicable penalties, collected on the tax roll in the same manner, by the same persons, and at the same time as, together with and not separately from, its taxes; and

Hearings were held before an Administrative Hearing Officer June 3 and June 4, 2020, wherein all objections to the proposed property tax assessments for delinquent utility charges were heard; and

The Administrative Services Department updated the proposed Delinquent Utility Service Charges, 2020 Assessment Report to reflect the order from the Administrative Hearing Officer; and

Notice of the Public Hearing held on July 28, 2020, was duly and regularly published in The Record in the time, form, and manner required by law, as evidenced by the declaration on file with the City Clerk; and

A public hearing was held on July 28, 2020, by the City Council to hear and consider all objections and protests to the Delinquent Utility Service Charges, 2020 Assessment Report; and

The City Council finds that it is in the best interests of the City to collect delinquent water, sewer, solid waste collection, and stormwater service charges on the tax roll, which charges shall constitute a lien against the parcel or parcels of land described in the report in accordance with California Health and Safety Code sections 5473 *et seq.*; now, therefore,

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BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The City Council hereby finds and determines that protests have not been made by the owners of a majority of the separate parcels or property described in the report. All protests, including all written protests not withdrawn in writing before the conclusion of the public hearing, to the proposed levy of assessments and objections to the charges listed in the Delinquent Utility Service Charges, 2020 Assessment Report, attached hereto as Exhibit 1 and by reference made a part hereof, are hereby overruled.

2. The charges set forth in the Delinquent Utility Service Charges, 2020 Assessment Report for the unpaid utility service charges incurred by property owners to the real properties described in the report are hereby confirmed.

3. The Delinquent Utility Service Charges, 2020 Assessment Report is hereby adopted, which a copy of said report is attached as Exhibit 1 and incorporated by this reference.

4. The City Clerk is hereby authorized and directed to forward a certified copy of this Resolution to the Chief Financial Officer of the City of Stockton, who is hereby authorized to and shall cause the amount of the assessments to be added to Fiscal Year 2020-21 regular bill of taxes levied against said properties for municipal purposes, which said amounts shall be collected at the time and in the same manner as ordinary municipal taxes are collected, and shall be subject to the same penalties and procedures under foreclosure and sale in case of delinquency as provided for ordinary municipal taxes. On or before the 10th day of August, 2020, the Chief Financial Officer is hereby authorized and directed to file a copy of the report, in either written or electronic form, with the County of San Joaquin Auditor-Controller (or such other County officers as may request same), or such other date as may be permitted by the County of San Joaquin Auditor-Controller or such other County officers.

5. The City Council hereby requests the County of San Joaquin Auditor-Controller (and such other County officers as required) to collect the delinquent water, sewer, solid waste collection, and storm water service charges on the 2020-2021 tax bills for the taxable parcels in the City of Stockton identified in the report. Such delinquent charges shall be collected at the same time and in the same manner and by the same persons as, together with and not separately from, the general taxes for the City of Stockton, and shall be delinquent at the same time and thereafter be subject to the same delinquency penalties to be levied on and collected from the owners of said parcel.

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6. The City Manager is authorized to take whatever actions are necessary and appropriate to carry out the purpose and intent of this Resolution.

PASSED, APPROVED, and ADOPTED July 28, 2020.

MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

Account Number	Customer Name	Location Parcel	Location Address	Balance for Assessment
242905-230490	41000.PE CHURCH OF GOD	177-161-08-0000	1467 MICHAEL AV	\$ 708.12
514737-132772	ACEVEDO, SYLVIA	171-220-11-0000	2520 S LAUREL ST	\$ 581.98
690823-129958	ACOSTA, ANGELITA M	169-073-11-0000	1105 E SEVENTH ST	\$ 3,968.83
644413-277296	ACOSTA, JENNIFER	177-400-28-0000	1538 MANIAGO DR	\$ 510.05
632337-131030	ACOSTA, STEVEN J	169-203-11-0000	2042 SUPERIOR ST	\$ 865.67
523721-27612	ADDI, LAYLA	081-360-31-0000	502 MARENGO AV	\$ 4,769.21
660949-128030	AGBULOS, LEO SAMUEL	167-092-08-0000	2129 S SUTTER ST	\$ 1,214.51
500027-133380	AGUILAR, ANTONIO T/GUADALUPE	171-290-14-0000	2237 E MARIPOSA RD	\$ 1,121.77
558307-87742	AGUILAR, MELISSA R	133-044-05-0000	2854 RAYMOND AV	\$ 1,032.47
647007-229788	AHMED, ZAKIR	153-260-44-0000	2335 E MINER AV	\$ 860.61
521477-206362	AHUMADA, MONICA	117-370-02-0000	3503 PALERMO ST	\$ 407.72
696325-186374	AKHTAR, JAWAID/ARZAMIA	151-280-36-0000	1022 E HAZELTON AV	\$ 2,625.70
486543-89368	ALANO CLUB OF STOCKTON	133-411-12-0000	1812 MONTE DIABLO AV	\$ 571.25
647985-108064	ALCARAZ, GUADALUPE	151-032-05-0000	1173 N AIRPORT WY	\$ 1,634.30
533835-209384	ALI, ILYAZ A	163-590-50-0000	2728 HOUSTON AV	\$ 186.66
661675-230358	ALL MINI VANS, TRUCK & AUTO	167-183-03-0000	930 E DR MARTIN LUTHER KING JR BL	\$ 386.61
518487-124588	ALLEN, STELLA/JAMES	165-055-20-0000	351 W FIFTH ST	\$ 782.47
526739-124590	ALLEN, STELLA/JAMES	165-055-21-0000	357 W FIFTH ST	\$ 3,675.85
504201-116812	ALLISON, BILLIE J	157-230-43-0000	306 S HINKLEY AV	\$ 2,014.25
684227-96436	ALOMAR, FILOMENA	139-040-31-0000	245 E POPLAR ST	\$ 479.39
636029-81686	ALSUMERI, FAHMI	123-191-02-0000	1856 COUNTRY CLUB BL	\$ 762.39
676237-81684	ALSUMERI, FAHMI	123-191-02-0000	1860 COUNTRY CLUB BL	\$ 1,685.95
524417-304618	ALVAREZ, EDGARD	169-100-41-0000	2449 S PILGRIM ST	\$ 525.98
651695-27722	AMADOR, ALICIA	081-374-01-0000	6110 INGLEWOOD AV	\$ 2,525.02
498725-77288	AMAYA, ROGER A CALLEJAS	119-044-08-0000	3136 N F ST	\$ 581.97
531531-137150	AMOS, JOHN W	177-165-12-0000	3219 PHELPS ST	\$ 1,076.28
484387-95528	ANTONIO, RUTH	137-190-15-0000	104 W PARK ST	\$ 4,524.00
567441-89348	APOLINAR, RUBEN JR	133-411-02-0000	1886 MONTE DIABLO AV	\$ 1,121.76
563357-44758	AQUINO, VERNALEE	097-462-01-0000	1224 PORTER AV	\$ 1,032.47
507491-123148	ARCOS, JUAN	163-190-04-0000	1842 S ARGONAUT ST	\$ 783.45
530619-94812	ARELLANO PROPERTIES INC	137-130-25-0000	47 W ACACIA ST	\$ 2,642.67
556239-100044	ARELLANO, ALICIA Z	141-250-01-0000	2403 E ACACIA ST	\$ 1,027.77
642029-76086	AREVALO, RAUL C	117-225-01-0000	1760 SYCAMORE AV	\$ 1,032.47
486029-277294	AREVALO, SERGIO	177-390-41-0000	1530 MANIAGO DR	\$ 1,121.18
553133-76674	ARIZMENDEZ, LUCIANO	117-290-20-0000	1510 SUNNYSIDE AV	\$ 12,229.94
672209-95626	ARMENTA, ROBERTO	137-203-10-0000	607 N MADISON ST	\$ 1,447.11
507009-109964	ARMENTA, ROBERTO	151-271-02-0000	1214 E LAFAYETTE ST	\$ 687.66
560145-79528	ARMSTRONG, LATASHA	121-120-35-0000	2444 OREGON AV	\$ 943.45
659237-76844	ARREOLA-LOPEZ, ILSE G	117-330-24-0000	1220 FUNSTON AV	\$ 1,032.47
509257-128032	ARROYO, MONICA	167-092-09-0000	2135 S SUTTER ST	\$ 1,032.47
638663-87392	ASHBY JOHNSON, ALECIA	133-032-79-0000	1260 OCCIDENTAL AV	\$ 610.10
691853-106880	ASKEW, GEORGIANE	149-094-07-0000	421 S CALIFORNIA ST	\$ 1,972.86
552575-203368	ASPURIAS, ELIZABETH	163-530-43-0000	2169 RED RIVER CT	\$ 1,032.48
564655-90152	AUGH, DANIEL R	135-042-17-0000	1606 LUCERNE AV	\$ 943.45
487283-124506	AVALOS, MARSHALL A	165-053-28-0000	539 W FIFTH ST	\$ 543.46
553211-278598	AVILA, MIGUEL	143-140-46-0000	1888 SUTRO AV	\$ 824.68
491723-133308	AVILA, RICARDO	171-280-27-0000	2263 CAMBRIA DR	\$ 943.46
669031-183342	AYSON, SAREUN TOUNG	145-310-56-0000	630 S PERSHING AV	\$ 1,641.74
522301-134370	BAILEY, EDDIE M	173-181-18-0000	4111 E FOURTH ST	\$ 581.98

Account Number	Customer Name	Location Parcel	Location Address	Balance for Assessment
238985-228786	BAKER, GEORGE	147-294-12-0000	828 S STANISLAUS ST	\$ 322.07
563659-117034	BALAGA, CARMELITA	157-253-08-0000	725 S OLIVE AV	\$ 1,216.27
529383-111338	BALDOZ, ROSARIO M	153-114-01-0000	2106 E WEBER AV	\$ 1,000.80
492497-132908	BANDA, SANTOS G	171-232-08-0000	2068 E NINTH ST	\$ 1,119.46
529101-78116	BANGUIS, ARMAN	119-180-07-0000	3162 REDWOOD AV	\$ 2,291.13
636545-132648	BARAJAS, HECTOR	171-200-13-0000	2050 E THIRTEENTH ST	\$ 581.98
492279-126428	BARAJAS, LAURA	165-240-19-0000	2492 S MADISON ST	\$ 943.46
559615-115844	BARAJAS, OCTAVIO	157-123-16-0000	928 DAVID AV	\$ 2,130.85
485189-87744	BARAJAS, RAFAEL M	133-044-06-0000	2844 RAYMOND AV	\$ 715.99
522565-28768	BARBA, RAQUEL MARIE	081-490-39-0000	6131 MAYWOOD LN	\$ 282.88
635267-68026	BARGE, CORY	113-090-04-0000	2405 MANCHESTER AV	\$ 2,699.01
518669-233298	BARNARD JR, DORSEY	163-700-16-0000	2648 DRY CREEK WY	\$ 1,032.47
536755-119890	BARRAZA, FERNANDO G	159-182-19-0000	4919 ELVIN AV	\$ 579.84
495931-127688	BARRIGA, MIGUEL	167-043-17-0000	1828 S HUNTER ST	\$ 1,032.48
639111-79828	BASLER, CHARLES A	121-170-20-0000	2631 WARREN AV	\$ 2,738.58
662259-273600	BASURTO, CHRISTINA	177-380-19-0000	1622 BANDONI DR	\$ 943.45
466103-216048	BEDFORD, WILLIAM C	151-340-24-0000	1002 E JACKSON ST	\$ 1,288.36
466103-229592	BEDFORD, WILLIAM C	151-340-01-0000	1102 S AURORA ST	\$ 3,017.02
504361-77416	BELISLE, THOMAS	119-061-14-0000	2236 ROBINDALE AV	\$ 581.98
564021-93668	BENNITT, CHRISTOPHER	137-020-42-0000	1825 PACIFIC AV	\$ 20,490.78
556341-78594	BERNARDINO, EDUARDO	119-230-23-0000	2342 MCCOMB AV	\$ 581.97
572945-64484	BETZ, CIERRA	111-361-11-0000	1750 W SONOMA AV	\$ 943.46
663221-27460	BILYEU, ANN L	081-347-01-0000	6203 ALTURAS AV	\$ 935.09
533823-118178	BIRDWELL, CHARLES	157-342-07-0000	19 N ADELBERT AV	\$ 581.98
505341-120252	BISHOP, DARRYL M	159-213-16-0000	125 S CARDINAL AV	\$ 581.97
532847-192868	BLANCO, EVELIA M	163-504-01-0000	2429 DRY CREEK WY	\$ 416.75
664643-88104	BLANKENSHIP, MARION I	133-160-16-0000	1426 WILSHIRE AV	\$ 948.83
493753-105334	BLEA II, JAMES	147-211-10-0000	827 S SAN JOAQUIN ST	\$ 756.12
513207-130764	BLEDSON, ROSIE	169-166-07-0000	1526 SPRING ST	\$ 877.17
678677-83792	BOATMAN, SHAUN	125-160-06-0000	42 E ALPINE AV	\$ 1,956.59
490253-221254	BONILLA, MARIA D	163-650-44-0000	1991 ST LAKES WY	\$ 943.46
664219-206046	BOUNDS, VERNELL	163-550-16-0000	2442 ALMADEN CT	\$ 943.45
669457-95708	BRADLEY, MARK	137-212-01-0000	648 W OAK ST	\$ 2,401.06
411193-217320	BRAGATO, MARY JANE TR	173-060-31-0000	3120 FARMINGTON RD	\$ 5,393.26
485243-84214	BRAZZEL, DEBORAH	125-200-34-0000	210 E ELLIS ST	\$ 1,121.76
665541-136248	BRICE, TRACY L	175-140-60-0000	3665 HARVEY AV	\$ 336.79
498593-113228	BRISENO, JOSE	155-190-52-0000	1804 E LAFAYETTE ST	\$ 2,184.22
565447-84924	BROOKSHIRE, ROBERT	125-310-06-0000	448 E ALPINE AV	\$ 1,121.77
660917-128198	BUCKINGHAM, DANA	167-103-07-0000	2027 S SAN JOAQUIN ST	\$ 943.45
322773-1010	BUCKINGHAM, DANA	167-103-07-0000	2029 S SAN JOAQUIN ST	\$ 757.26
640169-128194	BUCKINGHAM, DANA	167-103-06-0000	2019 S SAN JOAQUIN ST	\$ 2,738.58
483795-78028	BUI, PHUONG M	119-160-25-0000	2449 ROBINDALE AV	\$ 419.66
652395-26184	BURTON, JASMINE	081-233-06-0000	6404 MAYWOOD LN	\$ 1,031.57
498083-50222	CABALLERO, ELVIA G	102-060-12-0000	5631 MARLIN CT	\$ 193.45
563237-93390	CACHERO, LORMA	135-441-02-0000	620 N STOCKTON ST	\$ 1,387.42
510301-75890	CALDERON, JORGE O	117-190-28-0000	1604 WEST LN	\$ 943.46
541465-111782	CAMEL, LAVON	153-201-01-0000	2204 E WASHINGTON ST	\$ 1,625.98
666993-94318	CAMPOY, TRISHA	137-095-11-0000	429 W WILLOW ST	\$ 2,178.34
519795-128768	CANO, ANGELINA	167-133-11-0000	1660 S CALIFORNIA ST	\$ 1,641.95

Account Number	Customer Name	Location Parcel	Location Address	Balance for Assessment
486399-78516	CARBAJAL, MARGARITA D	119-220-25-0000	2530 FLORIDA AV	\$ 581.97
503045-121312	CARDENAS, MARIA N	159-380-40-0000	754 EVERGLADE WY	\$ 581.97
684367-308724	CARDENAS, MOISES	163-220-06-0000	1006 W SECOND ST	\$ 1,319.56
506099-111486	CARPENTER, HAROLD	153-150-26-0000	529 N F ST	\$ 2,553.68
670011-103520	CARRASCO GUEVARA, ROBERTO	145-310-26-0000	1337 W CHURCH ST	\$ 1,252.18
517745-127150	CARRILLO, CRYSTAL	165-350-32-0000	2459 S MADISON ST	\$ 934.13
486909-83616	CARTWRIGHT, MARK W	125-140-32-0000	45 E MONTEREY AV	\$ 1,457.80
486909-93964	CARTWRIGHT, MARK W	137-070-14-0000	1428 N MADISON ST	\$ 1,530.16
541605-233390	CASIL, CHRISTOPHER	163-710-58-0000	2630 REEF CT	\$ 362.51
543841-274500	CASILLAS, BLAS	117-410-22-0000	3904 RED OAK LN	\$ 943.46
661051-85766	CASTANEDA, NIKKI	127-060-12-0000	24 W WALNUT ST	\$ 384.23
661379-274690	CASTELLANOS, PEDRO	143-320-49-0000	629 N GERTRUDE AV	\$ 577.83
673073-189352	CASTILLO, DOLORES R	159-340-14-0000	808 S FLOWER ST	\$ 582.26
643605-81168	CASTLES, PAULA R	123-154-20-0000	1943 COUNTRY CLUB BL	\$ 525.63
509441-53848	CAZZALLI, VERONICA	104-300-16-0000	420 E BIANCHI RD	\$ 1,816.77
548613-72306	CERVANTES, LISA	115-100-25-0000	39 HARPER ST	\$ 532.47
487599-122356	CERVANTES, RAUL	163-510-03-0000	2395 DIAMOND OAKS ST	\$ 1,032.48
528297-50184	CHACON, SHONA	102-050-37-0000	603 E ROBINHOOD DR	\$ 943.45
487983-177542	CHAMBERS, LISA MAE	135-241-02-0000	1334 W FLORA ST	\$ 843.45
677013-83480	CHAN, GARY A	125-130-20-0000	65 E NOBLE ST	\$ 1,723.70
487993-193272	CHARLES, CHRISTINE	165-114-01-0000	2066 S LINCOLN ST	\$ 1,032.48
671327-85964	CHAVEZ, CARLOS	127-090-18-0000	1601 N SAN JOAQUIN ST	\$ 1,251.35
680029-101770	CHAVEZ, DEBBIE	143-320-22-0000	512 N GERTRUDE AV	\$ 2,052.81
678229-91594	CHAVEZ, JOSE G	135-244-01-0000	1248 W PARK ST	\$ 887.28
651923-120956	CHAVEZ, ROSA	159-310-32-0000	5525 HOBART AV	\$ 1,897.89
549229-53062	CHHUN, SUNNY	104-150-07-0000	4837 GREENSBORO WY	\$ 1,825.23
561051-50148	CIMARRUSTTI, RUTH	102-050-19-0000	5618 KERMIT LN	\$ 943.45
540721-115770	CISNEROS, MARGARET E	157-121-07-0000	1011 S SHASTA AV	\$ 2,291.82
492615-52298	CIULLA, AMBER AND FELIPPO	102-333-23-0000	4418 BIDWELL PL	\$ 932.47
482799-117886	CLAPP, RICHARD C	157-323-19-0000	304 S ADELBERT AV	\$ 1,492.29
516233-78178	CLARK, DAVID	119-190-07-0000	2824 MCCOMB AV	\$ 581.98
663479-81306	COBA, JESUS	123-163-15-0000	1907 BRISTOL AV	\$ 353.52
539833-137724	COBBS, DORIS	177-250-12-0000	3411 ANNE ST	\$ 310.81
509877-254610	COILTON, KIMBERLEY	163-760-19-0000	1929 BURNEY FALLS DR	\$ 932.47
680699-106074	COLLIER, SHEWAYE	147-295-16-0000	940 S STANISLAUS ST	\$ 1,555.17
513589-117046	COLLINS, RONALD G	157-253-15-0000	744 S HINKLEY AV	\$ 1,055.02
670237-92980	CONKLIN, MARIA	135-402-13-0000	835 W POPLAR ST	\$ 605.07
510027-130446	CONTRERAS, REBECCA M	169-153-10-0000	1538 E EIGHTH ST	\$ 422.18
503169-26548	COOK, DUSTIN	081-253-12-0000	4 W LA MESA	\$ 1,032.47
662965-81426	COPE, CARLA L	123-172-04-0000	1852 BRISTOL AV	\$ 1,070.75
536343-225012	COPELAND, LAURA S	163-670-19-0000	2032 OLD RIVER CT	\$ 1,822.88
641297-217374	CORONA LOPEZ, JUAN MANUEL	173-160-40-0000	4061 E FARMINGTON RD	\$ 464.70
507123-126060	CORRALEIO, MICHAEL	165-170-45-0000	531 W EIGHTH ST	\$ 432.47
543655-221204	CORRALEJO, CHERYL I	163-640-20-0000	2095 NEVADA ST	\$ 1,117.82
492937-134194	CORRALES, ELSA	173-160-14-0000	4232 E SIXTH ST	\$ 1,174.55
508061-92218	CORTES, CARMEN M	135-340-01-0000	745 W HARDING WY	\$ 2,096.57
525539-95510	COTINO, HILDA	137-190-04-0000	614 N MADISON ST	\$ 360.43
494397-118006	COX, ARNOLD W	157-333-13-0000	106 S ORO AV	\$ 581.97
657075-87756	COX, ERICA S	133-044-12-0000	2815 MONTE DIABLO AV	\$ 916.83

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574097-88010	CRAWFORD, CARLA	133-140-28-0000	1326 RYDE AV	\$ 943.46
495021-63892	CRAWFORD, MIKE S	111-321-08-0000	1823 LA JOLLA DR	\$ 1,032.47
523023-255566	CRISPIN, ALBERT L	173-110-13-0000	1659 S OLIVE AV	\$ 581.98
486425-120922	CRUZ, UBALDO M	159-310-13-0000	5634 E WASHINGTON ST	\$ 362.97
545549-192526	CURD, TONYA	163-430-49-0000	1514 LAGUNA CI	\$ 2,972.03
561375-133338	CURIEL, JESSICA	171-280-42-0000	2245 SOMERSET DR	\$ 1,121.76
680317-174590	DANIELS PROPERTIES INC	117-360-37-0000	1771 EL PINAL DR	\$ 1,778.51
678997-119218	DAVENPORT, JUDITH K	159-090-07-0000	918 S DAWES AV	\$ 1,095.65
499937-111648	DAVIS, NATHANIEL	153-180-38-0000	2281 MYRTLE ST	\$ 1,215.73
654925-28186	DAWANG, ALLEN	081-412-11-0000	4 DUNMAR LN	\$ 1,716.73
525279-82390	DAWSON, HAROLD E	123-232-07-0000	1608 ELMWOOD AV	\$ 530.74
669295-88152	DE LA CRUZ, ROXANNE	133-160-40-0000	2417 W WILLOW ST	\$ 428.55
491083-117636	DE LEON, DIMAS	157-300-26-0000	504 S ADELBERT AV	\$ 1,491.87
505857-254468	DE LEON, HELEN	163-750-13-0000	1911 PLATTE RD	\$ 500.00
518101-67926	DE LOS ANGELES, ERNIE	113-081-11-0000	2220 N SAN JOSE ST	\$ 1,239.46
523131-89742	DE LOS ANGELES, RAYMOND A	133-460-27-0000	1874 W HARDING WY	\$ 1,976.37
682477-53310	DEGRATE, STEPHON	104-190-14-0000	4542 HEMINGWAY CT	\$ 1,306.67
683473-236172	DELA ROSA JR, JOHNNY NICHOLAS	163-720-70-0000	2104 SUNNY CREEK CT	\$ 1,270.54
556143-50490	DENNIS, ANTHONY	102-080-37-0000	613 E YORKSHIRE DR	\$ 1,417.30
521629-231620	DETORRES, GRACIELA M	163-690-33-0000	1733 W LEVER BL	\$ 1,107.61
486173-74474	DHALIWAL, AMRIT	115-320-33-0000	3540 SAN MATEO AV	\$ 987.81
502215-125138	DIAZ, AURELIO	165-092-27-0000	509 HOWARD ST	\$ 876.53
661617-98592	DIAZ, CAROLINA	141-112-14-0000	605 WATTS AV	\$ 1,013.41
647131-103596	DIAZ, DANIEL	145-240-45-0000	412 S YOSEMITE ST	\$ 1,332.22
530415-278106	DIAZ, JOSE	117-440-11-0000	1755 COLMAR WY	\$ 943.45
660837-84666	DIX, CALVIN S	125-270-19-0000	320 E MARIPOSA AV	\$ 1,032.48
516457-113966	DIXON, NATHANIEL	155-340-28-0000	2254 E CHURCH ST	\$ 1,359.95
549641-111816	DIXON, NATHANIEL	153-201-21-0000	2211 E LAFAYETTE ST	\$ 1,567.35
498307-75088	DOHRING, TAMMY J	117-110-33-0000	2127 FUNSTON AV	\$ 430.85
488489-203264	DOMINGUEZ, ELENA	163-530-07-0000	2138 ST LAKES WY	\$ 1,700.89
498357-137602	DONIA, C P	177-230-40-0000	1725 RALPH AV	\$ 1,270.63
539031-78804	DOSIER, WAYLAND	119-263-01-0000	2907 KENYON ST	\$ 581.98
524967-134298	DOYLE, RUBIE	173-170-35-0000	4303 E SIXTH ST	\$ 581.97
659779-94730	DUMAS, DAN	137-123-16-0000	1224 N COMMERCE ST	\$ 3,323.96
486705-123918	DUNBAR, ELAINE	163-440-05-0000	1202 GUTING DR	\$ 1,032.47
638935-64238	DUNN, CASEY	111-334-17-0000	1854 TELEGRAPH AV	\$ 943.46
564161-73928	DUPLICHAN, COLBY	115-243-19-0000	555 E CHURCHILL ST	\$ 941.35
671947-135784	DURAN LEMUS, MARICELA	175-024-05-0000	2801 S EL DORADO ST	\$ 355.38
670939-109542	DUTKA, GREGORY	151-205-10-0000	1227 E MAIN ST	\$ 294.05
512295-51756	DUTRA, JUANITA MICHELLE	102-260-52-0000	214 NOTTINGHAM DR	\$ 943.45
488687-130344	EASTER, LOUISE	169-100-50-0000	2428 S UNION ST	\$ 643.45
553569-88890	ECHOLS, E AND M	133-300-18-0000	1942 W WILLOW ST	\$ 1,121.21
690031-297896	EPONA HOLDINGS LLC	169-040-22-0000	1674 S UNION ST	\$ 25,904.39
690031-94758	EPONA HOLDINGS LLC	137-124-15-0000	1128 N COMMERCE ST	\$ 6,487.19
661489-97736	EPONA INVESTMENT GROUP	139-250-14-0000	517 CHANNEL ST	\$ 18,268.00
665983-96170	EPONA INVESTMENT GROUP	139-020-17-0000	1440 N HUNTER ST	\$ 9,475.35
660693-73524	ESCALANTE, DAVINA A	115-190-41-0000	159 E FARGO ST	\$ 568.34
653101-244726	ESCALANTE, JAIME	163-740-14-0000	1717 KYBURZ CT	\$ 1,032.48
659789-97002	ESCOBAR, FRANCISCA	139-166-08-0000	537 E FREMONT ST	\$ 16,047.78

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539007-272390	ESCOTO, DESIREE	117-390-16-0000	3778 SANGUINETTI LN	\$ 1,021.59
487111-132034	ESPARZA, AARON A	171-132-03-0000	2444 E SEVENTH ST	\$ 1,032.47
466123-136452	ESPARZA, ANTONIO	175-180-22-0000	3463 TURNPIKE RD	\$ 1,112.36
498095-98916	ESTRADA, ADELA	141-142-09-0000	2228 HACKBERRY ST	\$ 999.14
509863-131042	EVANS, SHARON	169-203-17-0000	2065 SCRIBNER ST	\$ 943.46
675725-229858	EVER WELL RESIDENCES LLC	155-200-34-0000	1950 E SONORA ST	\$ 319.61
655365-78422	FAIRBANKS, HOWARD	119-210-06-0000	1914 N AUTO AV	\$ 16,614.74
516503-75222	FARIAS, IGNACIO C	117-130-21-0000	2135 ORWOOD ST	\$ 581.97
539955-88096	FELIX, GERARDO	133-160-12-0000	1510 WILSHIRE AV	\$ 942.50
551585-287714	FERREIRA, EVA AND LESTER	173-250-21-0000	1910 S SINCLAIR AV	\$ 1,029.09
503363-53304	FIELDS, DENISE E	104-190-11-0000	4518 HEMINGWAY CT	\$ 5,554.27
645767-86852	FIERROSLUA, ARMANDO	127-280-24-0000	1771 MARSHALL AV	\$ 581.98
491931-134058	FLEMENS JR, HAROLD	173-132-12-0000	1939 S OLIVE AV	\$ 331.97
499851-180118	FLETCHER, MARGIE J	139-172-09-0000	327 E PARK ST	\$ 1,032.47
495283-130386	FLORES, ALBERTO	169-133-20-0000	2525 PHELPS ST	\$ 216.99
538539-82538	FLORES, CINDY	123-241-39-0000	1535 BRISTOL AV	\$ 1,501.58
660551-128938	FLORES, EDWARD L	167-143-22-0000	1524 S CALIFORNIA ST	\$ 1,546.04
632737-106016	FLORES, HENRY	147-293-13-0000	621 E ANDERSON ST	\$ 1,381.04
666889-137226	FLORES, IRMA	177-180-22-0000	3247 BELLEVIEW AV	\$ 1,987.68
666889-137228	FLORES, IRMA	177-180-22-0000	3243 BELLEVIEW AV	\$ 1,870.89
543573-134124	FLORES, MARIA	173-140-32-0000	1991 DRAKE AV	\$ 736.72
661017-124822	FLORES, RAFAEL A	165-074-05-0000	226 W FOURTH ST	\$ 2,181.93
659771-109538	FLORES, RAFAEL A	151-205-08-0000	11 N AIRPORT WY	\$ 4,800.05
644171-124820	FLORES, RAFAEL A	165-074-05-0000	220 W FOURTH ST	\$ 2,067.49
687121-97880	FLORES, RAFAEL A	139-300-10-0000	831 CHANNEL ST	\$ 3,671.90
687121-97882	FLORES, RAFAEL A	139-300-11-0000	819 CHANNEL ST	\$ 2,494.57
543547-51274	FOLEY, ANDREW	102-182-25-0000	8 NOTTINGHAM DR	\$ 1,032.48
518037-79820	FONG, NORMAN	121-170-14-0000	2632 WARREN AV	\$ 1,952.57
544699-90410	FOX, LC JR/DONNA	135-070-07-0000	1670 W FLORA ST	\$ 1,852.36
493989-27890	FRESQUEZ, LINDA	081-390-29-0000	309 E LONGVIEW AV	\$ 877.17
650177-209112	FRIEDRICH, MATTHEW/CHRISTINA	179-310-07-0000	4965 S STATE ROUTE 99 E FR RD	\$ 284.87
643305-94822	FUCLES, ROBERT	137-130-40-0000	122 W ACACIA ST	\$ 219.96
517465-130464	GAINES, LEROY	169-153-19-0000	1574 E EIGHTH ST	\$ 4,660.37
522815-244772	GALAVIZ AYON, SILVIA	163-740-40-0000	1775 TOIYABE LN	\$ 3,399.38
562499-221142	GALIZA, MARITA M	163-650-27-0000	2106 GREEN RIVER LN	\$ 1,032.39
546499-26272	GALLARDO, GABRIEL	081-241-07-0000	6409 FILLMORE AV	\$ 943.46
535279-77578	GALLEGRO, NICHOLAS	119-070-29-0000	2335 N F ST	\$ 581.97
529797-67756	GALTMAN, DAVID	113-063-07-0000	1202 TUXEDO S AV	\$ 524.25
505947-131452	GALVAN, MELQUEADES	169-260-12-0000	2319 S SACRAMENTO ST	\$ 1,411.36
525641-133024	GARCIA, ADOLFO	171-240-31-0000	2242 E NINTH ST	\$ 2,129.78
490939-282972	GARCIA, ARCELIA	117-400-04-0000	2193 CHAPMAN OAK DR	\$ 1,389.85
517133-119960	GARCIA, JESUS C	159-185-03-0000	5104 ELVIN AV	\$ 1,712.55
546111-273570	GARCIA, JORGE	177-370-34-0000	1517 BANDONI DR	\$ 439.81
563397-28378	GARCIA, KRISTIE P	081-422-19-0000	219 W MAYFAIR AV	\$ 1,032.47
492203-258734	GARCIA, MARIA	143-170-59-0000	1564 SUTRO AV	\$ 474.15
561707-73664	GARCIA, MARIA	115-210-15-0000	149 E INGRAM ST	\$ 4,217.60
519117-224998	GARCIA, MICHAEL	163-670-07-0000	2045 DRIVER CT	\$ 5,114.51
516501-133824	GARIBAY JR, FRANCISCO C	173-100-09-0000	3909 E SECTION AV	\$ 1,682.05
693595-132554	GARIBAY, STEPHANIE	171-170-22-0000	1818 TWELFTH ST	\$ 1,279.11

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551803-117918	GARRETT, MISTY	157-324-15-0000	350 S GERTRUDE AV	\$ 1,450.70
506097-112716	GARRIDO, MICHAEL	155-060-23-0000	1625 E SCOTTS AV	\$ 3,020.44
552515-85660	GARZA, VICTORIA	127-046-13-0000	3 E ALDER ST	\$ 2,828.60
671243-129632	GAYLE, SANTE D	167-220-01-0000	2045 S AMERICAN ST	\$ 813.36
671243-85944	GAYLE, SANTE D	127-090-08-0000	1505 N HUNTER ST	\$ 2,380.69
688193-133206	GAYLE, SANTE DEMOYON	171-272-28-0000	2413 E NINTH ST	\$ 1,768.12
491105-75328	GELSOMINI, SISTO	117-140-17-0000	1803 FUNSTON AV	\$ 4,728.04
689227-134802	GEROLAGA, ANITA	173-244-09-0000	4823 E FOURTH ST	\$ 579.48
574167-68096	GIANNINI,CHRISTYN	113-100-12-0000	1000 OXFORD WY	\$ 310.28
555217-74234	GLIDEWELL, JULIE A	115-280-17-0000	726 E BARRYMORE ST	\$ 1,121.76
505093-221216	GODINO, JESUS	163-650-20-0000	1832 ST LAKES WY	\$ 1,059.05
545191-128752	GOMEZ, BRAULIO	167-133-03-0000	1605 S AMERICAN ST	\$ 1,373.31
681205-88064	GOMEZ, CLAUDIA	133-150-27-0000	1417 DENA CT	\$ 1,467.31
676813-100468	GOMEZ, JOSEPHINE	141-285-12-0000	2420 JOHN ST	\$ 1,132.68
561053-73756	GONZALES, GABRIEL	115-220-05-0000	441 E FARGO ST	\$ 543.46
548201-124748	GONZALES, JOSEPHINE	165-072-19-0000	101 W THIRD ST	\$ 1,032.35
543185-27210	GONZALES, MONIQUE S	081-333-15-0000	313 E PEARL AV	\$ 4,453.67
498667-125554	GONZALES, REYES	165-141-07-0000	125 W SIXTH ST	\$ 942.48
660785-79124	GONZALES, VERONICA	121-050-08-0000	3360 MICHIGAN AV	\$ 2,712.77
509115-110670	GONZALEZ DELGADO, HECTOR	151-340-13-0000	1203 S PILGRIM ST	\$ 902.67
502323-132830	GONZALEZ, ALICIA	171-231-04-0000	2030 E EIGHTH ST	\$ 487.74
512153-132384	GONZALEZ, ERNESTO	171-161-37-0000	1929 ELEVENTH ST	\$ 1,531.61
518201-117624	GONZALEZ, JOSE	157-300-19-0000	4229 HORNER AV	\$ 1,342.70
652517-289784	GONZALEZ, LETICIA	117-500-67-0000	1804 CHAPELLE CT	\$ 2,712.43
564925-131214	GONZALEZ, MARIA ELENA	169-212-25-0000	1613 E EIGHTH ST	\$ 1,032.48
687707-94922	GONZALEZ, RAUL A	137-140-26-0000	941 N MADISON ST	\$ 4,566.64
687707-94924	GONZALEZ, RAUL A	137-140-26-0000	931 N MADISON ST	\$ 4,426.64
488849-114912	GOODEN, KAREN Y	155-470-10-0000	1044 S FILBERT ST	\$ 777.75
521687-83652	GRADIN, SUSAN EMILY	125-140-50-0000	52 W MONTEREY AV	\$ 4,621.64
637317-108050	GREEN VALLEY CONST GROUP INC	151-031-21-0000	1128 N UNION ST	\$ 837.16
654159-198458	GREEN, ADRIANNE	177-200-33-0000	3403 BELLEVIEW AV	\$ 199.06
479489-205370	GREEN, JERIKA	163-570-41-0000	2145 HOUSTON AV	\$ 3,644.49
489015-121276	GREENBERG, COLLEEN A	159-380-22-0000	724 OZARK CT	\$ 581.97
528307-96322	GREENBERG, DAVID	139-030-30-0000	1143 N SAN JOAQUIN ST	\$ 1,311.00
532057-128436	GREER, BARBARA A	167-114-19-0000	1926 S CALIFORNIA ST	\$ 4,493.59
484809-94788	GRIFFIN, ALAN ERNEST	137-130-12-0000	1035 N COMMERCE ST	\$ 1,355.11
558447-79430	GRIJALVA, MARY CHRISTINE	121-110-06-0000	2223 OREGON AV	\$ 450.34
560239-128730	GUILLEN, FRANK	167-132-13-0000	415 E THIRD ST	\$ 2,380.70
513017-271294	GUILLORY, MARVIN	117-380-10-0000	3608 HIGGINS AV	\$ 240.50
668981-107722	GUO, CHENGYU	149-270-20-0000	545 S STANISLAUS ST	\$ 9,718.37
522477-125572	GUTIERREZ, ANTONIO	165-142-05-0000	122 W SIXTH ST	\$ 706.30
535717-126466	GUTIERREZ, EDGAR TOMAS	165-262-17-0000	2560 S HARRISON ST	\$ 1,032.47
556843-251442	GUTIERREZ, JENNIFER	157-210-39-0000	143 N HINKLEY AV	\$ 2,001.13
489917-304122	GUTIERREZ, MARTHA	141-100-07-0000	1856 E FLORA ST	\$ 2,540.34
559827-135910	GUTIERREZ, SASHA L	175-033-14-0000	3046 FAIRMONT AV	\$ 1,312.79
549957-97394	GUZMAN, JOEL	139-193-05-0000	430 E VINE ST	\$ 640.81
632411-136188	GUZMAN, MARIA	175-130-35-0000	3415 HARVEY AV	\$ 2,760.68
489723-75486	GUZMAN, MERCY	117-160-27-0000	1334 UNIVERSITY AV	\$ 2,569.97
635393-103548	HAFIZAHMAD, PASSEFUN	145-240-15-0000	420 S ARGONAUT ST	\$ 1,016.56

Account Number	Customer Name	Location Parcel	Location Address	Balance for Assessment
512435-108728	HALL, KEN	151-075-01-0000	1406 E POPLAR ST	\$ 9,796.05
557737-209012	HAMILTON, GAYLE F	163-620-11-0000	2021 HOUSTON AV	\$ 869.42
495617-27164	HARWELL, ROY	081-332-04-0000	6129 GREER AV	\$ 1,032.47
491323-131424	HAU, NAOMI	169-250-14-0000	2131 S SACRAMENTO ST	\$ 1,913.13
657995-73024	HAYNES, LUISA T	115-163-04-0000	151 E KNOLES WY	\$ 1,032.47
677899-205898	HENRIQUEZ, ERNESTO A MARTINEZ	163-560-14-0000	2547 TILDEN PARK ST	\$ 1,140.00
544021-50290	HERES, RICHARD	102-060-46-0000	881 E ROBINHOOD DR	\$ 1,032.47
521873-118636	HERNANDEZ, DELIA	159-051-18-0000	408 S SINCLAIR AV	\$ 1,196.40
543261-105592	HERNANDEZ, FELIPE L	147-250-27-0000	1015 S CALIFORNIA ST	\$ 2,896.25
662645-74074	HERNANDEZ, LAURIE	115-252-19-0000	555 E ATLEE ST	\$ 5,177.94
510549-127468	HERNANDEZ, LILIA	167-033-19-0000	1748 S EL DORADO ST	\$ 1,020.68
563001-125896	HERNANDEZ, MARTIN	165-162-25-0000	361 W EIGHTH ST	\$ 4,038.51
537889-120630	HERNANDEZ, MARTIN ELIZONDO	159-250-08-0000	5282 E MARSH ST	\$ 581.97
533425-101446	HERNANDEZ, MIGUEL	143-170-60-0000	1550 SUTRO AV	\$ 2,347.88
669167-109026	HERNANDEZ, RICARDO	151-100-01-0000	446 N AURORA ST	\$ 841.51
669167-221126	HERNANDEZ, RICARDO	163-640-50-0000	1981 FORT HALL PL	\$ 1,499.82
490125-98836	HERNANDEZ, VICTOR M	141-130-31-0000	609 N D ST	\$ 1,813.15
552539-104480	HERRERA, CATALINA	147-094-15-0000	224 W JEFFERSON ST	\$ 998.13
503229-124304	HERRERA, MARTHA	163-493-15-0000	2422 SEA RANCH CT	\$ 943.45
557521-116778	HERRERA-DIAZ, FRANCISCO	157-230-23-0000	342 S ANTEROS AV	\$ 1,492.71
666667-92018	HERVIAS, ANDY	135-310-20-0000	1060 W HARDING WY	\$ 2,448.57
526799-117012	HICKEY, TAMI	157-252-14-0000	806 S ANTEROS AV	\$ 1,492.71
540695-101824	HICKEY, TAMI	143-330-20-0000	541 N ORO AV	\$ 2,816.21
514571-209508	HICKS, MICHAEL V	163-630-34-0000	2215 TILDEN PARK ST	\$ 943.46
554613-192504	HILARIO, LOLITA M	163-430-38-0000	1558 LAGUNA CI	\$ 1,121.77
507365-118394	HILL JR, JIMMY	159-033-13-0000	32 S CARROLL AV	\$ 581.98
663231-121294	HILL, GARY	159-380-32-0000	708 BAYOU CT	\$ 754.21
482809-111144	HILLIARD CHAPEL AM ZION CHURCH	153-103-29-0000	2114 E MARKET ST	\$ 1,230.26
511733-78130	HOLLAND, KAREN	119-180-14-0000	3118 REDWOOD AV	\$ 581.97
522355-131392	HOLLY, ARETHELL	169-224-08-0000	2310 SCRIBNER ST	\$ 2,940.91
548861-64138	HORN, MICHELLE	111-333-01-0000	3666 MISSION RD	\$ 3,703.75
548861-73188	HORN, MICHELLE	115-170-24-0000	131 E ATLEE ST	\$ 4,346.48
650081-282926	HORSTON, LA MONTE	117-400-49-0000	2140 CANBY OAK DR	\$ 743.46
531793-76066	HOVELING, DAVID J	117-224-09-0000	1727 E WALNUT ST	\$ 1,904.34
682539-208914	HUBERT, HEATHER	163-610-70-0000	2057 DE LA VEGA	\$ 1,649.45
514557-135000	HUITRON, HUMBERTO	173-350-21-0000	2063 MADRID DR	\$ 1,471.94
534719-116594	ILES, DAVID D	157-210-42-0000	108 N ANTEROS AV	\$ 1,124.94
668129-94602	INSISIENGMAY, MARTIN	137-110-35-0000	205 W MAGNOLIA ST	\$ 2,558.17
494507-127958	IRVING, GERTHA	167-083-14-0000	504 E NINTH ST	\$ 1,115.56
556595-130978	IVY, OZZIE BERNICE	169-202-08-0000	2029 SUPERIOR ST	\$ 695.95
543679-73824	JACKS, KRYSTAL R	115-242-01-0000	404 E ESSEX ST	\$ 1,032.47
639053-126356	JACKSON, CLARENCE A	165-240-02-0000	2485 S COMMERCE ST	\$ 943.45
520661-131896	JACKSON, LAYRA	171-121-13-0000	1938 NIGHTINGALE AV	\$ 778.42
543935-124500	JACKSON, ROSEMARY	165-053-25-0000	521 W FIFTH ST	\$ 877.16
554351-114148	JACOBSON, CINDY	155-370-10-0000	511 SHARON AV	\$ 5,339.18
549431-131968	JAIMES, JOVITA	171-123-04-0000	1950 POCK LN	\$ 857.45
570127-79644	JARQUIN, ARMANDO	121-280-17-0000	2211 FULLERTON AV	\$ 943.45
499891-81660	JENSEN, JON C	123-184-08-0000	1710 ELMWOOD AV	\$ 530.74
492597-273542	JIMENEZ, DANIEL	175-140-63-0000	128 WAIT AV	\$ 1,693.22

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525073-122528	JIMENEZ, MARIA	163-100-10-0000	1219 DENVER AV	\$ 1,434.49
646941-125144	JIMENEZ, MARIA P	165-092-30-0000	527 HOWARD ST	\$ 1,493.46
518565-125142	JIMENEZ, MATILDA	165-092-29-0000	521 HOWARD ST	\$ 3,990.33
660817-63866	JOHNSON, BOBBETTE D	111-310-11-0000	1800 RIVER DR	\$ 1,433.54
560895-205944	JOHNSON, GAWAINE	163-560-37-0000	2426 TILDEN PARK ST	\$ 943.46
508231-130968	JOHNSON, LARRY	169-202-03-0000	2009 SUPERIOR ST	\$ 4,207.71
637283-50932	JOHNSON-MUSTAFAA, BRENDA	102-160-01-0000	5432 N EL DORADO ST	\$ 943.01
668875-103580	JONES, ANDREW S	145-240-33-0000	422 S SAN JOSE ST	\$ 2,141.47
541659-103474	JONES, ANDREW S	145-310-32-0000	531 GARFIELD ST	\$ 1,547.14
491505-175418	JONES, TINA M	119-262-24-0000	2487 TOTTEN AV	\$ 581.97
505417-117054	JORY, MINDI	157-253-19-0000	788 S HINKLEY AV	\$ 1,392.71
416107-203680	JPMORGAN CHASE BANK	193-370-03-0000	21 VAL DERVIN PK	\$ 577.82
661891-87784	JUAREZ, MARCO	133-046-01-0000	1146 BANNER AV	\$ 943.46
535651-89008	JURIAN, RENEE	133-330-01-0000	2080 LUCERNE AV	\$ 892.78
662165-87082	JVN PROPERTIES LLC	133-020-38-0000	1266 DORAY CT	\$ 2,987.27
662165-87086	JVN PROPERTIES LLC	133-020-40-0000	1242 DORAY CT	\$ 1,984.20
662165-88316	JVN PROPERTIES LLC	133-190-43-0000	2212 MONTE DIABLO AV	\$ 760.75
554109-137442	KELLEY, OZIA B	177-221-09-0000	3326 DURANGO WY	\$ 1,803.29
503235-63894	KEO, SAMNANG	111-321-09-0000	1807 LA JOLLA DR	\$ 1,032.48
668699-97026	KHAN, FAIZAL F	139-171-11-0000	822 N SAN JOAQUIN ST	\$ 2,278.47
498955-304268	KHAN, IBRAR	153-220-05-0000	2436 E MARKET ST	\$ 943.46
647583-103392	KING, MARTHA M	145-170-13-0000	533 S PERSHING AV	\$ 1,370.03
510649-128650	KINSMAN, MERRITT	167-124-16-0000	1720 S AMERICAN ST	\$ 2,681.36
531467-124364	KONG, TIM C	165-030-10-0000	1426 S LINCOLN ST	\$ 716.97
288741-230144	KONG, TIMOTHY C	165-030-10-0000	1426 S LINCOLN ST	\$ 1,229.84
358545-230078	KRE PROPERTIES, LLC	163-300-23-0000	1443 NAVY DR	\$ 3,109.80
489439-85802	KRIENKE, SUZY	127-060-26-0000	19 W ELM ST	\$ 791.35
516961-131690	KUNDERT, CHRISTINA	171-060-21-0000	2154 E SIXTH ST	\$ 581.98
500859-120218	KUNDERT, ROSE M	159-212-30-0000	5231 MILLER AV	\$ 581.97
633841-134274	KYES, TERRI	173-170-21-0000	1940 S ADELBERT AV	\$ 2,109.08
508721-68656	LAGNO, WENDY S	113-202-03-0000	730 CENTRAL N AV	\$ 1,704.58
549017-76634	LAGORIO, CLARA	117-280-13-0000	1536 SYCAMORE AV	\$ 1,546.22
661613-53104	LAL, NILESH	104-150-28-0000	4742 GREENSBORO WY	\$ 2,597.01
674643-114954	LAMB, CHARLEY JAMES	155-480-18-0000	915 BURKETT AV	\$ 1,420.86
497323-124032	LANKFORD, GLORIA & JAMES	163-460-11-0000	1443 CAPITOLA CI	\$ 1,032.47
649933-128376	LARA MUNOZ, FIDEL	167-113-07-0000	1843 S AMERICAN ST	\$ 1,115.72
175221-133610	LARGAESPADA, OSCAR J	171-330-60-0000	2142 CARMEN CT	\$ 1,484.96
493287-52896	LARISON, JACKIE	104-120-59-0000	352 HUNTINGTON CT	\$ 1,271.75
662177-289472	LATOMA, OMOTAYO	163-830-43-0000	1753 PVT BELLA LAGO DR	\$ 768.54
490563-113622	LAUDER, PEARLY	155-260-22-0000	2038 E CHURCH ST	\$ 1,155.56
641899-233242	LAWRENCE, JENNIFER	163-700-49-0000	1524 DENVER AV	\$ 941.91
517461-123332	LAZO, GREGORIO	163-220-32-0000	1641 S STOCKTON ST	\$ 1,430.38
300731-230616	LBL L-SUNCAL WESTON LLC	168-170-02-0000	616 WILLIAM MOSS BL	\$ 6,624.17
667229-94254	LEE, HELEN	137-093-10-0000	529 W WILLOW ST	\$ 2,367.94
570985-131420	LEGACY HOMES LLC	169-250-12-0000	2119 S SACRAMENTO ST	\$ 725.78
650237-123530	LEGASPI, RODEL	163-280-13-0000	2238 PORT TRINITY CI	\$ 1,031.68
487279-28690	LEOS, EMMA	081-480-30-0000	716 TOLAND LN	\$ 1,082.58
503523-84994	LEROY, REGINA	125-310-39-0000	401 E MENDOCINO AV	\$ 1,925.22
532199-134052	LEWIS, TINA	173-132-07-0000	3906 E FOURTH ST	\$ 581.98

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669071-106782	LI, BEN	149-091-08-0000	333 S SUTTER ST	\$ 7,634.10
409775-228940	LI, BEN ZHAN	149-091-08-0000	333 S SUTTER ST	\$ 396.46
455025-308972	LIANG, ZHIYONG	149-270-61-0000	816 E HAZELTON AV	\$ 1,341.12
665971-229188	LIANG, ZHIYONG	149-270-64-0000	830 E HAZELTON AV	\$ 555.26
455025-215778	LIANG, ZHIYONG	147-300-07-0000	635 S AURORA ST	\$ 7,427.64
455025-229194	LIANG, ZHIYONG	149-270-55-0000	635 S AURORA ST	\$ 4,972.08
455025-256762	LIANG, ZHIYONG	149-270-62-0000	822 E HAZELTON AV	\$ 279.74
455025-256764	LIANG, ZHIYONG	149-270-63-0000	826 E HAZELTON AV	\$ 280.18
455025-256768	LIANG, ZHIYONG	149-270-65-0000	850 E HAZELTON AV	\$ 280.18
506583-109190	LIVING WORD HARVEST	151-130-39-0000	321 N SIERRA NEVADA ST	\$ 885.43
562165-119946	LOGAN, DARRICK	159-184-20-0000	5127 ELVIN AV	\$ 581.98
664115-203104	LOMELI, ENRIQUE	171-340-10-0000	2297 E SIXTH ST	\$ 1,294.00
452999-120712	LOMELI, JOSE ABEL	159-280-01-0000	624 S CARDINAL AV	\$ 1,112.36
695149-97600	LOPEZ, ALEJANDRO D	139-225-07-0000	618 N GRANT ST	\$ 895.84
695149-97602	LOPEZ, ALEJANDRO D	139-225-07-0000	622 N GRANT ST	\$ 2,598.81
564759-273436	LOPEZ, ANNA AND EDUARDO	117-410-59-0000	4167 RED OAK LN	\$ 439.52
499145-118780	LOPEZ, ARTURO	159-055-03-0000	326 S WAGNER AV	\$ 581.97
491191-131940	LOPEZ, CARLOS	171-122-16-0000	2443 E SIXTH ST	\$ 4,588.04
524427-267656	LOPEZ, DANIEL	173-470-26-0000	1736 KEMP CT	\$ 717.82
649279-78120	LOPEZ, LIZ	119-180-09-0000	3158 REDWOOD AV	\$ 1,653.24
526199-118982	LOPEZ, NAOMI	159-070-01-0000	504 S DAWES AV	\$ 581.98
494007-133790	LOS JALICIENCES INC	173-060-37-0000	2148 E MARIPOSA RD	\$ 581.98
472957-230442	LOS JALISCENSES INC	173-060-37-0000	2148 E MARIPOSA RD	\$ 915.84
676171-125730	LOTT JR, BENNY	165-152-07-0000	110 W SEVENTH ST	\$ 1,075.82
514585-125886	LOTT, TALITHA	165-162-14-0000	323 W EIGHTH ST	\$ 4,602.10
538115-114914	LOUGHEAD, WILLIAM A	155-480-01-0000	2528 E ANDERSON ST	\$ 3,588.94
539669-176648	LOWRY, DAN	127-120-08-0000	330 E PINE ST	\$ 307.86
553391-134690	LOZANO, CYNTHIA D	173-230-40-0000	4636 DATE ST	\$ 476.02
279821-229980	LOZANO, DAVID/MARIE	157-160-01-0000	3410 E MAIN ST	\$ 1,076.51
510099-273588	LOZANO, JAVIER	177-380-31-0000	1589 BANDONI DR	\$ 882.47
528831-137272	LUA, RUDY	177-190-02-0000	1645 MICHAEL AV	\$ 3,445.75
528831-273586	LUA, RUDY	177-370-26-0000	1581 BANDONI DR	\$ 896.99
511777-96336	LUNA, JULIA	139-030-37-0000	220 E ROSE ST	\$ 403.41
684231-28316	LUPIAN, SALVADOR	081-421-32-0000	303 W LONGVIEW AV	\$ 1,371.11
545389-83832	MACIAS, MERCEDES	125-160-25-0000	3107 N EL DORADO ST	\$ 2,367.86
529497-81380	MACIAS, VANESSA	123-164-29-0000	1965 OXFORD WY	\$ 361.59
482881-28410	MADRID, ALICE	081-423-07-0000	410 W MAYFAIR AV	\$ 699.86
499031-107806	MAGANA DUENAS, ALICIA	151-021-07-0000	1259 N PILGRIM ST	\$ 238.58
552251-117238	MAGANA, MARC T	157-272-08-0000	1164 DRAKE AV	\$ 1,451.58
637231-274600	MAHGOUUB, ESSAM	117-420-47-0000	2044 MOSS OAK WY	\$ 2,375.22
662431-102636	MALDONADO, FRANK	143-452-03-0000	2518 ANITA ST	\$ 1,036.76
535231-127524	MALDONADO, IGNACIO	167-033-27-0000	113 E FOURTH ST	\$ 2,339.61
528277-75704	MALDONADO, JOSE	117-182-14-0000	1736 STANFORD AV	\$ 1,768.20
526433-68260	MANETTI, ROBERT	113-130-59-0000	1016 W MARIPOSA AV	\$ 1,057.56
563217-135016	MANING, MATHEW V	173-350-29-0000	2080 MADRID DR	\$ 509.85
504131-183636	MARIN, BERTA	147-093-10-0000	219 W JEFFERSON ST	\$ 1,569.39
528587-64810	MARQUEZ, EMILY	111-381-21-0000	1460 W ALPINE AV	\$ 2,521.97
541567-92852	MARRUFO, BREEANNA	135-393-05-0000	1043 N STOCKTON ST	\$ 856.11
672735-86816	MARSHALL, RICHARD	127-280-35-0000	917 E TAFT ST	\$ 3,752.36

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568247-130804	MARTIN, DIANNA	169-166-27-0000	1545 E EIGHTH ST	\$ 1,032.47
502225-98938	MARTIN, MILDRED	141-142-20-0000	2228 ANITA ST	\$ 1,661.66
333613-76074	MARTIN, TIFFANY C	117-224-13-0000	1716 FUNSTON AV	\$ 1,121.78
523663-90092	MARTINEZ JR, BENJAMIN	135-041-24-0000	1635 LUCERNE AV	\$ 1,050.36
532485-100116	MARTINEZ LUNA, ARMANDO	141-250-39-0000	2410 E POPLAR ST	\$ 2,361.87
651329-107354	MARTINEZ, EDUARDO	149-190-12-0000	827 E MAIN ST	\$ 1,483.60
497867-69228	MARTINEZ, NANCY M	113-260-17-0000	679 W SONOMA AV	\$ 943.46
552883-120362	MARTINEZ, PERLA	159-220-22-0000	5427 E WASHINGTON ST	\$ 581.97
472137-97710	MATHFALLU, AMAR S	139-250-02-0000	222 N SUTTER ST	\$ 934.00
499495-73934	MATZAT, CARRY	115-243-22-0000	529 E CHURCHILL ST	\$ 2,227.40
537443-73390	MAUSER, JEFFREY	115-184-13-0000	4115 N SUTTER ST	\$ 620.38
663067-86958	MAYORGA, CONRADO	127-290-42-0000	926 BRYAN AV	\$ 754.22
549469-84638	MAZZUCHELLI, L	125-270-05-0000	220 E MARIPOSA AV	\$ 727.16
659843-67398	MCCARTY, PATRICK N	113-030-03-0000	1253 BRISTOL AV	\$ 635.51
517003-126678	MCCOY, ARCHIE	165-290-32-0000	2804 S VAN BUREN ST	\$ 1,032.48
554985-203302	MCCULLUM, DEREK	163-520-05-0000	2222 WALL ST	\$ 3,812.34
662739-137710	MCDANIEL, PHILLIP	177-250-05-0000	3325 ANNE ST	\$ 1,204.72
516211-233358	MCLAIN, BERTHA M	163-710-45-0000	2748 CALERO HILLS LN	\$ 4,516.00
633843-131652	MCPHEE, CYNTHIA	171-060-01-0000	1936 S B ST	\$ 1,500.76
669661-135802	MEDINA, JOSE	175-024-13-0000	2810 HARRIS AV	\$ 968.30
534371-108028	MEHMOOD, QASIR	151-031-12-0000	1125 N PILGRIM ST	\$ 4,728.04
534371-109238	MEHMOOD, QASIR	151-150-02-0000	136 N AURORA ST	\$ 4,968.56
534371-99178	MEHMOOD, QASIR	141-183-03-0000	1545 N BELVEDERE AV	\$ 325.91
643953-108236	MENDEZ, ISAIAS CORIA	151-041-11-0000	1023 N PILGRIM ST	\$ 2,349.76
483679-109664	MENDEZ, LILIA C	151-210-40-0000	1328 E MAIN ST	\$ 1,472.00
523181-224984	MENDEZ, MAYRA	163-670-57-0000	3043 VOLPI DR	\$ 733.22
492915-123140	MENDOZA, ALFREDO A	163-180-79-0000	707 HOWARD ST	\$ 487.12
511283-52872	MENDOZA, DANIEL	104-120-47-0000	419 COVENTRY DR	\$ 1,032.47
514611-299022	MENDOZA, ELIZABETH	167-192-17-0000	1761 SIKH TEMPLE ST	\$ 943.45
660921-50982	MENDOZA, JUAN JOSE	102-160-29-0000	206 E YORKSHIRE DR	\$ 2,679.40
354887-121046	MENDOZA, ROLANDO MATIAS	159-340-06-0000	913 S FLOWER ST	\$ 1,411.89
483451-133520	MENSAH, BENEDICT	171-330-11-0000	1878 GRANADA DR	\$ 241.41
558883-233282	MERCADO, VERONICA LILIA	163-700-11-0000	2617 DRY CREEK WY	\$ 702.15
498767-72248	METTERS, TASHA L	115-090-42-0000	32 E FARGO ST	\$ 892.12
516589-122672	MILLONIDA, CHRIS	163-112-19-0000	2223 GEORGIA AV	\$ 943.46
504671-112842	MINOR, BETTIE F	155-090-34-0000	1707 MILTON ST	\$ 1,552.30
668695-95410	MIRAMONTES, CARLA	137-180-05-0000	820 N MADISON ST	\$ 2,022.76
574357-118346	MIRANDA, KARINA	159-032-05-0000	45 S CARROLL AV	\$ 321.00
550601-123526	MOCENCIO, NONEY S	163-280-11-0000	2230 PORT TRINITY CI	\$ 1,032.48
525533-116834	MOLINA, MARIA V	157-230-55-0000	254 S ANTEROS AV	\$ 1,492.70
564613-120076	MOLINA, PEDRO	159-193-11-0000	5324 ELVIN AV	\$ 581.97
534653-130358	MONDRAGON, MARIA E	169-133-05-0000	2405 PHELPS ST	\$ 1,121.76
476455-217044	MONTANO FAMILY LTD PTP	167-070-06-0000	2425 S CALIFORNIA ST	\$ 9,139.28
79835-121062	MONTANTES, PATRICIA & J	159-340-21-0000	940 S FLOWER ST	\$ 476.36
696999-114808	MONTANTES, TROY D	155-454-17-0000	723 SULLIVAN AV	\$ 2,947.83
501531-76220	MONTEZ, IRENE R	117-233-17-0000	1601 SUNNYSIDE AV	\$ 620.97
568415-128538	MONTGOMERY, LYNDA	167-121-12-0000	1750 S SAN JOAQUIN ST	\$ 1,032.48
493143-83126	MONTIJO, MICHAEL	125-080-18-0000	12 W GEARY ST	\$ 1,297.52
535969-127134	MOPPINS, RICHARD D	165-350-25-0000	252 W NINTH ST	\$ 1,646.67

Account Number	Customer Name	Location Parcel	Location Address	Balance for Assessment
646623-144918	MORA, ADOLFO	084-060-02-0000	9441 WEST LN	\$ 1,344.34
646623-306848	MORA, ADOLFO	084-060-02-0000	9449 WEST LN	\$ 1,288.26
504235-128756	MORA, ANA S	167-133-05-0000	1629 S AMERICAN ST	\$ 1,120.91
505507-129298	MORA, ANA S	167-182-16-0000	825 E SECOND ST	\$ 4,678.49
551179-287430	MORENO, JOSE LUIS	163-800-24-0000	1527 PVT WALBURY ST	\$ 2,202.03
667873-183218	MORENO, JOSE/DELORES	145-170-04-0000	1521 W HAZELTON AV	\$ 581.97
539371-118382	MOSQUEDA, PHILIP L	159-033-08-0000	4617 E WASHINGTON ST	\$ 331.94
513437-26212	MUNGUIA, KAREN	081-234-06-0000	6409 MAYWOOD LN	\$ 1,116.07
537689-87680	MURILLO, EFREN G	133-042-13-0000	1235 PERRY AV	\$ 943.46
651835-111636	MURRAY, LARRY D	153-180-32-0000	2225 MYRTLE ST	\$ 4,865.03
659829-108844	MUSSAT, LINDA K	151-091-03-0000	1222 E PARK ST	\$ 321.98
632141-76012	NAJERA, JOSE JUNIOR CRUZ	117-222-18-0000	1762 EAST AV	\$ 1,416.34
503833-73434	NARVIOS, NONIE	115-185-11-0000	242 E CHURCHILL ST	\$ 1,314.05
531943-132462	NAVA, NINFA	171-162-32-0000	2508 S BIEGHLE ST	\$ 1,165.20
663627-91014	NELSON, DARREN	135-190-09-0000	1395 N ORANGE ST	\$ 1,714.72
683217-51238	NELSON, DEMARIEYA	102-182-07-0000	26 NORWICH DR	\$ 1,143.34
511301-53334	NELSON, DON	104-200-08-0000	4603 BURNHAM CI	\$ 499.48
529499-95762	NEUMAN-PRICE, CYNTHIA	137-214-03-0000	528 W OAK ST	\$ 1,543.86
660339-132686	NHEM, SAMY	171-200-38-0000	2783 S D ST	\$ 1,219.98
571919-105678	NIEVA JR, PRUDENCIO RALPH	147-263-01-0000	406 E CLAY ST	\$ 3,139.17
562547-109858	NISAR, MOHAMMAD	151-253-10-0000	135 S WILSON WY	\$ 3,387.65
556101-137144	NUANES, THOMAS F	177-165-09-0000	3067 PHELPS ST	\$ 2,197.22
539161-236544	OCANA, ANA C GONZALEZ	163-720-43-0000	2162 STORMY CREEK CT	\$ 943.45
503239-154992	OCEGUEDA, KAREN	096-050-05-0000	4612 IJAMS RD	\$ 536.30
653459-75264	OCHOA, JOSE	117-130-44-0000	2012 ORWOOD ST	\$ 581.97
667957-222812	OCHOA, JOSE	163-660-38-0000	2758 SPRING HILL DR	\$ 2,223.23
509507-125122	OLIVARES, ROSA I	165-092-18-0000	403 HOWARD ST	\$ 379.08
488229-103836	OLIVEREZ, MICHAEL D	147-040-48-0000	540 W SCOTTS AV	\$ 1,314.98
569061-111406	OLIVO, VANNESA	153-130-06-0000	2126 E FREMONT ST	\$ 3,171.34
536039-127622	ORALLO, BERNADINE	167-041-17-0000	1819 S HUNTER ST	\$ 1,752.25
556453-79298	OREGEL, JESSE	121-090-42-0000	2929 COUNTRY CLUB BL	\$ 943.45
539781-27286	OROZCO, FRANK E	081-334-28-0000	213 E SWAIN RD	\$ 877.17
662487-102614	ORTEGA, SOPHIA	143-451-23-0000	2841 ANITA ST	\$ 638.81
574159-80806	OSORNO, ANDRE E	123-110-58-0000	2060 CANAL DR	\$ 583.74
553979-103612	OWENS, MARTINA	145-250-07-0000	333 S SAN JOSE ST	\$ 1,463.88
546553-209458	PACHECO, MARTIN H	163-630-23-0000	2273 TITLEIST CT	\$ 3,873.11
552637-131904	PACHECO, TOM J	171-121-17-0000	2014 NIGHTINGALE AV	\$ 1,577.51
552533-116806	PAEZ, EDGAR	157-230-39-0000	350 S HINKLEY AV	\$ 1,492.71
512983-127638	PALACIOS, ISMAEL CORTEZ	167-042-07-0000	1929 S HUNTER ST	\$ 1,021.76
650651-205758	PANUCO GONZALEZ, JUAN CARLOS	163-590-28-0000	2121 GREY STONE DR	\$ 1,030.29
550337-133178	PARA, CHRISTIE	171-272-14-0000	2530 E EIGHTH ST	\$ 943.45
492315-78802	PARKS, EDNA	119-262-23-0000	2224 MYRAN AV	\$ 581.98
503031-125158	PARRA, MARIA	165-093-03-0000	538 HOWARD ST	\$ 4,256.21
670583-88542	PARRILLA, FRANCISCO	133-230-66-0000	2185 W ROSE ST	\$ 1,031.75
520429-97230	PASCHAL, MARK	139-180-28-0000	427 E ACACIA ST	\$ 2,823.08
545041-97246	PASCHAL, MARK	139-180-36-0000	430 E ACACIA ST	\$ 4,056.07
537377-122444	PASCUA, ROBERT E	163-080-34-0000	1320 DENVER B CT	\$ 2,177.71
553051-26826	PEARCE, VIRGINIA	081-290-15-0000	310 E BENJAMIN HOLT	\$ 1,121.77
489303-196112	PEARLY GATE CHURCH	171-210-25-0000	2171 ELEVENTH ST	\$ 516.95

Account Number	Customer Name	Location Parcel	Location Address	Balance for Assessment
672733-87790	PEDROZA-ORTEGA, CHRISTIAN	133-046-04-0000	2718 LOUIS CT	\$ 1,031.75
550127-257214	PELUSO, PAT	141-281-03-0000	1638 N FILBERT ST	\$ 2,580.62
658829-134070	PEREZ DE MARTINEZ, LETICIA	173-132-18-0000	1998 DRAKE AV	\$ 280.47
660541-193652	PEREZ, AURORA	167-023-08-0000	1451 S HUNTER ST	\$ 9,122.10
665885-106334	PEREZ, J R	149-040-09-0000	130 S EL DORADO ST	\$ 679.18
531729-102088	PEREZ, JUANA	143-380-04-0000	525 N ANTEROS AV	\$ 2,859.79
678535-276760	PEREZ, RAFAEL MORENO	117-430-01-0000	3305 MONTEGO AV	\$ 1,554.24
513987-131118	PERRY, ARELLA	169-211-06-0000	1622 E SEVENTH ST	\$ 1,949.44
519209-133214	PERRY, JACK L	171-273-02-0000	2410 E NINTH ST	\$ 1,032.47
670765-123352	PERRY, ONISHA	163-220-45-0000	1624 S ARGONAUT ST	\$ 4,210.68
494021-123532	PETALIO, ALEXANDER	163-280-14-0000	2242 PORT TRINITY CI	\$ 1,121.76
545423-26224	PHLAI, MEAN	081-234-12-0000	6211 MAYWOOD LN	\$ 451.40
508553-116248	PIGG, OBED	157-183-10-0000	535 S GARDEN AV	\$ 1,354.61
299551-203130	PIGG, VALENTINA	171-350-36-0000	2121 TIME SQUARE LN	\$ 2,043.12
666155-76248	PIMENTEL, CINTHIA	117-234-07-0000	1567 HIAWATHA AV	\$ 1,570.65
696231-80084	PINE TREE APPTS GROUP LLC	123-020-17-0000	2429 DELAWARE AV	\$ 2,771.01
651959-119650	PINEACL, ROCIO	159-150-25-0000	227 S ANTHONY AV	\$ 581.98
559601-113662	PITTMAN, MATTIE	155-270-08-0000	2197 E CHURCH ST	\$ 3,198.70
671345-72950	PLANK, GLENN	115-158-01-0000	3418 N SAN JOAQUIN ST	\$ 1,883.28
528359-120356	PLATA, JOSE M	159-220-19-0000	5501 E WASHINGTON ST	\$ 581.98
562759-80138	PORRAS, MONICA LUISA	123-051-05-0000	2322 FRASER AV	\$ 464.17
490121-128248	POWDRILL, EDNA M	167-104-10-0000	2026 S CALIFORNIA ST	\$ 1,678.19
661483-50534	POWELL, TRUDI K/CLIFFORD JR	102-080-57-0000	703 E BANBURY DR	\$ 595.58
552631-133882	POWERS, STANLEY O	173-110-22-0000	4030 E SECTION AV	\$ 581.98
560867-133884	POWERS, STANLEY O	173-110-22-0000	4046 E SECTION AV	\$ 581.98
563871-101592	POWERS, STANLEY O	143-210-04-0000	3076 ANITA ST	\$ 2,110.48
528235-108790	PRADO, IBERIA	151-080-09-0000	1136 E PARK ST	\$ 934.85
554899-135942	PRESIADO, ROSA	175-034-06-0000	2941 S EL DORADO ST	\$ 1,259.13
641671-105768	QASSAM, TARIQ M	147-265-07-0000	1335 S AMERICAN ST	\$ 1,994.26
491725-89818	QUIJALVO, CATHERINE	133-480-05-0000	2434 LUCERNE AV	\$ 1,071.36
686085-114120	RAMIREZ ARROYO, BERTHA	155-360-36-0000	2303 ALMA AV	\$ 1,120.55
670873-103478	RAMIREZ, GABRIELA	145-310-47-0000	635 GARFIELD ST	\$ 1,248.98
658029-289594	RAMIREZ, LEONEL ALEXANDER	145-100-19-0000	144 VISALIA CT	\$ 2,891.25
519571-100910	RAMOS, SAMUEL	143-080-40-0000	742 N FILBERT ST	\$ 4,530.87
518957-134032	RANGEL, ALMA	173-131-10-0000	1977 DRAKE AV	\$ 581.98
671233-83966	RAZO, MARIA	125-180-15-0000	3130 N EL DORADO ST	\$ 1,031.74
515169-233262	REBIEJO, RICK	163-700-46-0000	2727 HORIZON CT	\$ 1,654.37
666577-132052	REDMON, LONDELL	171-132-12-0000	2107 NIGHTINGALE AV	\$ 4,371.49
639793-83640	REED, AMBER	125-140-43-0000	4 E MONTEREY AV	\$ 1,656.37
482847-114376	REED, JEFFERSON L	155-400-21-0000	704 SHARON AV	\$ 822.55
671121-72486	REMBULET, CORA	115-113-24-0000	4102 N COMMERCE ST	\$ 876.53
541451-122536	RENTERIA, JOSE A	163-100-14-0000	1137 DENVER AV	\$ 2,606.78
546077-53552	REYES, ANTONIO	104-230-37-0000	305 E BIANCHI RD	\$ 1,032.47
518759-53406	REYES, DAVE A	104-210-19-0000	4539 BURNHAM CI	\$ 1,032.48
548871-50202	REYES, MARIA	102-050-47-0000	5616 HOLIDAY DR	\$ 2,900.08
675519-98990	REYES, RAMON	141-143-20-0000	2357 ANITA ST	\$ 1,969.81
634683-124078	REYNA ALVAREZ, TARIAKURI	163-460-34-0000	1505 SOQUEL LN	\$ 945.84
541357-128310	REYNOSO, EUGENIO	167-111-07-0000	1845 S CALIFORNIA ST	\$ 1,032.47
485685-50054	RIBALI, AARON B	102-040-24-0000	814 E MAYFAIR AV	\$ 635.37

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661991-89832	RICA, SUZETTE L	133-490-04-0000	1519 ABBEY CT	\$ 1,204.71
662137-52988	RICHARD, YVONNE M	104-130-40-0000	4940 HILLSBORO WY	\$ 1,064.39
518211-130424	RICHARDSON, ANNETTE	169-152-09-0000	2351 PHELPS ST	\$ 4,335.66
485459-86018	RICHARDSON, MARY C	127-100-17-0000	150 E MAPLE ST	\$ 2,305.57
489617-136924	RICHARDSON, SAMUEL	177-153-10-0000	3403 PHELPS ST	\$ 2,576.08
493023-134706	RICO, FERNANDO S	173-241-07-0000	4615 E THIRD ST	\$ 575.79
494669-80740	RILLON, ANTOINETTE	123-110-25-0000	2003 TUXEDO S AV	\$ 385.73
660847-115858	RIO INVESTMENTS LLC	157-123-09-0000	1044 DAVID AV	\$ 5,955.70
541955-51146	RIVAS, JORGE	102-180-29-0000	1 W ROBINHOOD DR	\$ 550.39
537135-205958	RIVERA, DIANA LAURA	163-560-44-0000	2425 OAK HILL ST	\$ 3,672.97
497437-133316	RIVERA, DOLORES	171-280-31-0000	2202 SOMERSET DR	\$ 1,776.47
660865-64770	RIVERA, HECTOR	111-381-01-0000	3232 GRANGE AV	\$ 1,204.73
490069-93772	RIVERA, MARY M	137-041-04-0000	1857 LOMITA AV	\$ 4,502.90
516573-117854	RIZO, DAVID J	157-323-03-0000	265 S GERTRUDE AV	\$ 776.32
665575-2030	RIZO, JORGE	163-460-43-0000	1469 APTOS LN	\$ 1,030.29
516081-80598	ROBINETTE, CYNTHIA M	123-090-22-0000	2117 FRANKLIN AV	\$ 635.48
563029-244752	ROBINSON, TANTE	163-740-45-0000	1715 TOIYABE LN	\$ 468.03
503467-277970	RODRIGUEZ, ASUSENA	163-770-28-0000	1438 DONATI CI	\$ 1,032.48
489763-121078	RODRIGUEZ, CARLOS	159-370-02-0000	516 S BIRD AV	\$ 2,518.20
486355-73518	RODRIGUEZ, CONNIE	115-190-38-0000	131 E FARGO ST	\$ 1,032.47
663663-92586	RODRIGUEZ, ERIC	135-370-14-0000	1202 N YOSEMITE ST	\$ 1,191.49
511761-133202	RODRIGUEZ, GABRIELA	171-272-26-0000	2425 E NINTH ST	\$ 502.78
519335-86100	RODRIGUEZ, HECTOR	127-110-11-0000	133 E CLEVELAND ST	\$ 718.03
534519-98554	RODRIGUEZ, JUAN	141-111-15-0000	546 WATTS AV	\$ 185.50
544455-131170	RODRIGUEZ, LUIS	169-212-04-0000	1614 SPRING ST	\$ 932.48
692119-123044	RODRIGUEZ, MARISSA E	163-180-25-0000	840 W FIFTH ST	\$ 1,877.08
540931-129384	RODRIGUEZ, MIGDALIA	167-191-15-0000	1630 S STANISLAUS ST	\$ 685.48
537845-102484	RODRIGUEZ, MIGUEL A	143-430-04-0000	541 N SHASTA AV	\$ 928.88
566065-78316	RODRIGUEZ, PHILLIP	119-200-17-0000	2448 N FILBERT ST	\$ 581.98
656377-236504	RODRIGUEZ, VANESSA	163-720-25-0000	2132 SUGAR CREEK CT	\$ 731.08
484563-95460	ROESSLER, ALEX	137-180-27-0000	22 W FLORA ST	\$ 403.04
564271-110082	ROJAS, JAIME	151-274-08-0000	435 S SIERRA NEVADA ST	\$ 1,131.36
551671-98754	ROLAND, LUCILLE M	141-120-27-0000	605 GRATTAN AV	\$ 1,411.39
667325-88170	ROMERO, ARACELI	133-170-09-0000	2348 W WILLOW ST	\$ 2,178.34
661915-273554	ROMERO, VICTOR V	177-370-39-0000	1471 BANDONI DR	\$ 927.10
498301-132434	RONQUILLO, LAMBERT	171-162-18-0000	1949 CLOVER LN	\$ 1,095.90
532091-276684	ROSAS ALDANA, MARCOS & NICH0	117-430-45-0000	1739 FONTANELLA WY	\$ 1,032.48
649595-65182	ROSS, JEROME	111-420-35-0000	1467 CHRISTINA AV	\$ 1,354.17
517851-116012	RUBALCABA, JUAN	157-160-08-0000	951 S BROADWAY AV	\$ 943.46
554929-197388	RUBIO JR, JOE	173-440-15-0000	3406 LADD TRACT CT	\$ 1,031.74
543639-118182	RUEDA, MARIA	157-342-09-0000	16 N ORO AV	\$ 581.97
700565-120958	RUIZ, CARLOS I	159-310-33-0000	5513 HOBART AV	\$ 1,109.50
538403-217440	RUIZ, LEONARD	175-022-09-0000	233 LOWELL AV	\$ 1,098.56
555847-81472	RUSSO, CHARLES	123-173-09-0000	2735 GRANGE AV	\$ 380.74
508551-83614	RUTAN, BETTY	125-140-31-0000	48 E MARIPOSA AV	\$ 877.16
514219-83752	RUTAN, BETTY	125-150-46-0000	36 W MENDOCINO AV	\$ 4,674.88
90073-77634	SAHARA MOBILE HOME COURT	119-080-16-0000	2340 SANGUINETTI LN	\$ 21,338.31
537343-222802	SALAS, ELIZABETH	163-660-17-0000	2717 SPRING HILL DR	\$ 1,121.77
491267-134266	SALAZAR, PHYLLIS	173-170-16-0000	1901 S SINCLAIR AV	\$ 281.97

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668789-92724	SALES, ANTHONY	135-380-30-0000	801 W MAGNOLIA ST	\$ 2,281.47
521327-124446	SANCHEZ, DENA	165-052-18-0000	1732 TURNPIKE RD	\$ 1,121.76
522543-76828	SANCHEZ, MARICRUZ	117-330-16-0000	1225 FUNSTON AV	\$ 1,620.83
498475-74118	SANCHEZ, REGINA MARIE	115-253-07-0000	458 E ATLEE ST	\$ 1,121.76
522505-114926	SANDISON, LISA	155-480-06-0000	931 SULLIVAN AV	\$ 2,315.69
544213-132324	SANDOVAL, ROBERTO	171-152-27-0000	1843 E TENTH ST	\$ 581.97
568371-108634	SANOCKI, JOHN	151-072-04-0000	1234 E FLORA ST	\$ 1,390.40
502611-51892	SANTOS, JUSTIN P	102-290-09-0000	4619 MARK TWAIN PL	\$ 841.77
522451-136916	SANUT, ROGER P	177-153-06-0000	3343 PHELPS ST	\$ 1,199.62
673647-55770	SAUNDERS, SHIRLEY D/WALTER	108-100-38-0000	1605 W LONGVIEW AV	\$ 2,378.57
550231-273650	SAYYID, KHALEEL	177-370-01-0000	2921 PHELPS ST	\$ 1,032.48
541565-81002	SCHAMBER, KENNETH	123-151-23-0000	2087 ELMWOOD AV	\$ 530.74
667237-91036	SCHENIK, KAREN	135-190-20-0000	1054 W WILLOW ST	\$ 2,367.94
545081-93516	SCOTT, DERRICK	135-450-01-0000	945 W OAK ST	\$ 683.25
498677-128180	SCOTT, SANDRA AND JAMES	167-102-11-0000	2014 S SUTTER ST	\$ 1,577.51
512581-282442	SCOTT, SHONTA	171-070-48-0000	2020 E FIFTH ST	\$ 581.97
530039-83422	SEITZ, BRYAN	125-120-22-0000	43 E ELLIS ST	\$ 943.46
655627-120662	SERRANO SAPIEN, ROBERTO	159-250-24-0000	5281 ARDELLE AV	\$ 581.98
659777-130296	SERRANO, HECTOR M	169-100-06-0000	1120 E TENTH ST	\$ 1,825.53
658759-117930	SERRANO, RAUL F	157-324-19-0000	306 S GERTRUDE AV	\$ 2,531.68
664373-72362	SERRANO, ROSALINDA	115-111-03-0000	79 W ESSEX ST	\$ 1,031.72
564845-118056	SERRATOS JR, CRISTOBAL	157-335-16-0000	20 S ADELBERT AV	\$ 581.97
676413-254560	SHAABAN, INAS	163-750-05-0000	1806 LONGDON DR	\$ 756.36
410133-50766	SHELTON, DANELLE	102-120-10-0000	5338 RIDGEWAY AV	\$ 1,121.77
242897-230486	SHILOH MISSIONARY BAPTIST CHUR	177-152-36-0000	3335 VOLNEY ST	\$ 1,534.82
543505-52254	SHINGU, GEORGE S	102-333-01-0000	4405 AMADOR PL	\$ 1,252.08
532335-83812	SHIPMAN, RENEE	125-160-15-0000	11 E SONOMA AV	\$ 943.45
536821-68508	SHONEFF, JOSEPH	113-180-02-0000	928 COUNTRY CLUB S BL	\$ 1,868.93
528895-76864	SIERRA, CECILIA	117-330-38-0000	1131 SCHOOL AV	\$ 943.45
637461-123228	SIERRA, MERCEDES	163-210-06-0000	820 W SECOND ST	\$ 327.32
519927-273440	SIN, SOUVENIR	117-410-60-0000	4136 OAK VALLEY WY	\$ 1,121.76
533083-54256	SLOAN, CHARLES ARTHUR	104-330-41-0000	4493 TOWNEHOME DR	\$ 610.11
484057-288054	SMITH, ADRIAN	163-780-40-0000	1411 PVT HEATHWICK DR	\$ 1,032.48
545481-28100	SMITH, DIONNE	081-403-35-0000	5810 HEMET AV	\$ 832.47
526453-221154	SMITH, JAEMIN	163-640-08-0000	1805 NEVADA ST	\$ 856.73
667303-88898	SMITH, JAMES E	133-300-22-0000	1920 W WILLOW ST	\$ 2,178.34
566301-51430	SMITH, MYRON	102-190-43-0000	4 W CANTERBURY DR	\$ 1,146.41
496281-72952	SNOW, WILLIAM	115-158-02-0000	316 E STADIUM DR	\$ 943.46
552457-119276	SOLARI, ROSE	159-090-46-0000	1037 S WAGNER AV	\$ 1,061.25
546187-272372	SOLORIO, MARIA	117-390-20-0000	3746 SANGUINETTI LN	\$ 1,121.76
554837-126264	SORIANO, OSCAR	165-202-27-0000	2318 S MONROE ST	\$ 943.46
489319-124510	SOTO, FRANCISCO G	165-053-30-0000	1816 TURNPIKE RD	\$ 1,024.42
557815-205762	SOTO, LETICIA	163-590-30-0000	2105 GREY STONE DR	\$ 3,384.90
499949-67446	SPIRO, HAROLD L	113-041-01-0000	2526 N PERSHING AV	\$ 956.43
569823-279524	STICKLEN, TREVIS	117-460-28-0000	1736 SHADY FOREST WY	\$ 1,121.76
677681-97554	STILL, RICHARD	139-223-14-0000	628 N STANISLAUS ST	\$ 1,134.38
526201-79550	STUART, JEFF	121-120-47-0000	3002 ELMWOOD AV	\$ 532.47
543845-50126	SUAN, ANTONETTE J	102-050-08-0000	5621 HOLIDAY DR	\$ 1,484.87
549357-132974	SUCHIL, ALEJANDRO	171-240-05-0000	2241 E NINTH ST	\$ 581.98

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540873-91012	SWANSON, CONNIE	135-190-07-0000	1220 W WILLOW ST	\$ 1,825.30
646731-243124	TAFOLLA, GUADALUPE	163-730-15-0000	2176 PAJARO WY	\$ 744.90
544033-121302	TAFOYA, FEDERICO	159-380-35-0000	709 EVERGLADE WY	\$ 581.98
661371-125976	TALAMANTES, ALFONSO H	165-164-18-0000	267 W EIGHTH ST	\$ 1,204.71
502781-193848	TALAROC, PETER S	167-094-09-0000	2127 S CALIFORNIA ST	\$ 943.46
504597-86126	TALENT, JAMES	127-110-28-0000	154 E CLEVELAND ST	\$ 1,032.48
517999-53016	TATUM, CURTIS L	104-140-05-0000	805 CAMBRIDGE DR	\$ 442.88
519145-50048	TAVES, DONNA	102-040-21-0000	832 E MAYFAIR AV	\$ 412.69
685487-112982	TEJEDA, MARIO A	155-100-53-0000	1702 E ANDERSON ST	\$ 1,178.03
499475-120750	TELLO SR, ISAIAS CORIA	159-290-18-0000	5640 E MARSH ST	\$ 581.97
662947-27362	TENGONCIANG, JO A	081-344-28-0000	6005 BREA AV	\$ 1,507.65
670019-92362	TERRY, CHRIS	135-350-36-0000	946 W ELM ST	\$ 1,279.18
555305-27002	TERZO, CHRIS	081-321-02-0000	6310 KERMIT LN	\$ 1,032.47
515787-304506	THOMAS, DANINE	171-390-10-0000	2735 CLEARFIELD DR	\$ 899.08
520823-133188	THOMAS, LINDA	171-272-19-0000	2517 E NINTH ST	\$ 507.26
511451-122370	THOMAS,RHONDA	163-510-64-0000	2452 OLD DEL MONTE ST	\$ 1,396.78
663433-90044	THORNTON, CHRISTINA	135-030-55-0000	1404 BUENA VISTA AV	\$ 1,204.72
493245-304170	TIENDA, MARIA	171-390-40-0000	2724 CLEARFIELD DR	\$ 1,149.28
640343-123558	TILLIS-BOWEN, DEPRICIA	163-290-06-0000	1035 SANCHEZ CT	\$ 1,471.33
684839-98904	TILLMAN, CHRISTOPHER	141-142-03-0000	2210 HACKBERRY ST	\$ 1,449.32
656033-73712	TINOCO, HEBER	115-210-44-0000	160 E INGRAM ST	\$ 1,385.54
497125-108686	TITCHENAL, CLARENCE LESLIE	151-073-15-0000	828 N AIRPORT WY	\$ 1,714.28
644557-119408	TOLEDO, HILDA	159-120-46-0000	5120 CARMELLIA ST	\$ 581.98
555167-84906	TOLKMIT, ANN	125-300-22-0000	419 E MARIPOSA AV	\$ 1,355.71
562675-125598	TOQUIB, MARCELA A	165-142-20-0000	2032 S MADISON ST	\$ 928.31
484313-282976	TOQUIB, RODEL	117-400-23-0000	3619 GAMBEL OAK LN	\$ 1,032.47
657515-229668	TORRES ETAL, YOBANI F	153-070-48-0000	1800 E FREMONT ST	\$ 498.57
510405-129274	TORRES, ARTHUR H/GLORIA	167-182-07-0000	848 E FIRST ST	\$ 3,381.79
659835-109556	TORRES, CARMEN	151-206-04-0000	1238 E MAIN ST	\$ 2,469.83
659837-109562	TORRES, CARMEN	151-206-04-0000	1244 E MAIN ST	\$ 2,329.83
659839-109560	TORRES, CARMEN	151-206-04-0000	1246 E MAIN ST	\$ 2,329.83
659991-109622	TORRES, CARMEN	151-210-11-0000	1305 E MAIN ST	\$ 5,249.28
661885-84400	TORRES, CORY	125-230-23-0000	233 E PINE ST	\$ 912.47
661057-88150	TORRES, MARICELA	133-160-39-0000	2418 W HARDING WY	\$ 2,895.86
565511-74116	TORRES, SILVESTRE C	115-253-06-0000	450 E ATLEE ST	\$ 943.46
541323-230842	TREJO, MOISES	163-680-03-0000	1935 HOUSTON AV	\$ 608.43
663503-76366	TUHY, DUSTON	117-243-02-0000	2011 BISHOP ST	\$ 754.21
551901-132038	TURNER, WILLIAM H	171-132-05-0000	2456 E SEVENTH ST	\$ 576.77
550183-53666	UNG, JAMES	104-260-04-0000	4453 COTTON CT	\$ 4,135.19
558451-53668	UNG, JAMES	104-260-05-0000	4445 COTTON CT	\$ 16,420.94
665969-229546	UNION PACIFIC RAILROAD CO	151-300-01-0000	944 E SCOTTS AV	\$ 977.88
554523-130010	UONG, ANTHONY	169-075-01-0000	2006 S PILGRIM ST	\$ 1,672.80
541857-208824	VALENCIA, VANESSA	163-610-09-0000	2511 OLD DEL MONTE	\$ 943.46
541521-125110	VALENZUELA, DAVID	165-092-12-0000	432 KOLHER ST	\$ 1,032.48
506339-236528	VALLARE, PATRICIA	163-720-39-0000	2114 STORMY CREEK CT	\$ 943.45
543491-75126	VANE, JOHN R	117-120-10-0000	2207 SANGUINETTI LN	\$ 581.97
504059-72372	VARELA, MARY L	115-111-08-0000	35 W ESSEX ST	\$ 1,086.48
519585-94556	VASQUEZ, PRIMO R	137-110-15-0000	232 W VINE ST	\$ 494.42
533511-86542	VASQUEZ, RONALD	127-161-05-0000	422 E PINE ST	\$ 1,032.47

Account Number	Customer Name	Location Parcel	Location Address	Balance for Assessment
511315-78264	VEGA, ANA L	119-190-53-0000	2815 BELLE AV	\$ 381.98
507753-231676	VEGA, CECILIA	163-690-04-0000	2449 PLUMAS LAKE ST	\$ 943.46
488905-28742	VEGA, DANIEL	081-490-26-0000	6121 GREENFIELD LN	\$ 1,032.47
485677-73150	VIALE, KATHLEEN	115-170-04-0000	131 E BARRYMORE ST	\$ 1,871.12
553579-279496	VIGIO, ERNESTO	117-450-29-0000	3732 CARLY DR	\$ 877.16
522681-131540	VILLALOVOS, ANTONIA	171-042-11-0000	2119 E EIGHTH ST	\$ 376.97
519253-78506	VILLAMOR, JOANNE	119-220-18-0000	2545 FLORIDA AV	\$ 581.97
516849-272382	VILLEGAS, SHAWN	117-390-18-0000	3762 SANGUINETTI LN	\$ 1,032.47
550381-69322	VOGEL, JOHN	113-270-21-0000	825 W EUCLID AV	\$ 1,131.75
564217-95276	VON BOERNER, DEAN	137-165-12-0000	437 W FLORA ST	\$ 2,738.57
545071-77686	WAGENMAN, MARILYN	119-090-41-0000	2011 N F ST	\$ 581.97
509901-197748	WALTHALL, DARRELL G	175-150-48-0000	220 DOWNING AV	\$ 1,349.67
501961-26348	WARD, JIMMY	081-243-18-0000	321 E LA MESA	\$ 373.06
664417-82258	WATT, SHELLY	123-222-34-0000	1471 MIDDLEFIELD AV	\$ 530.73
523659-244662	WEAVER, LAVINA R	163-740-30-0000	1706 TRUCKEE LN	\$ 1,032.48
291489-225838	WEBER, CHARLES IV/JOHN F	102-010-04-0000	4150 PACIFIC AV	\$ 6,882.91
670075-178574	WELCH, JACK	137-211-06-0000	602 W PARK ST	\$ 375.52
555083-83044	WHIPPLE, ELAINE	125-070-16-0000	136 W ADAMS ST	\$ 943.46
663139-50558	WHITAKER, DAVID	102-080-69-0000	5506 AUDREY DR	\$ 1,648.24
509241-104236	WHITE, RALPH	147-082-14-0000	1320 S VAN BUREN ST	\$ 936.09
509241-137308	WHITE, RALPH	177-190-25-0000	3235 ANNE ST	\$ 1,533.55
635991-136738	WHITE, RALPH	175-260-33-0000	396 HORTON AV	\$ 3,694.12
640391-133162	WHITE, RALPH	171-272-06-0000	2436 E EIGHTH ST	\$ 2,547.69
661681-44810	WILLIAMS II, JOHN C	097-462-35-0000	942 PORTER AV	\$ 200.00
559911-222762	WILLIAMS, KISHA	175-140-62-0000	3689 HARVEY AV	\$ 943.46
667501-6092	WILLIAMS, PAULA J	075-140-55-0000	1636 EL CAMINO AV	\$ 1,342.47
639251-274512	WILLS, JOELLE	117-410-16-0000	4042 RED OAK LN	\$ 326.71
495237-84922	WILLS, KATHERINE M	125-310-05-0000	438 E ALPINE AV	\$ 482.47
489455-82692	WOFFORD, SARRA	123-300-14-0000	2138 CLIPPER LN	\$ 1,032.47
497109-73624	WOMBLE, ELIZABETH	115-200-39-0000	260 E FARGO ST	\$ 1,021.76
544861-26822	WOODS, ERNESTO P	081-290-13-0000	304 E BENJAMIN HOLT	\$ 1,420.86
681357-105338	WRIGHT, FREDDIE MARIE	147-211-12-0000	845 S SAN JOAQUIN ST	\$ 2,963.95
498537-183522	XIONG, VANG	147-050-44-0000	628 W WORTH ST	\$ 1,032.47
677131-126408	YEPEZ, CASSANDRA	165-240-08-0000	137 W TENTH ST	\$ 1,213.44
199843-105618	YIP, GIM T/SUEY K	147-250-37-0000	1020 S SUTTER ST	\$ 764.39
486203-87302	YOUNG JR, CHARLES	133-032-42-0000	1211 PINETREE DR	\$ 410.10
534333-76212	ZAPIEN, JUAN	117-233-13-0000	1633 SUNNYSIDE AV	\$ 773.66
534599-44700	ZARAGOZA, HOMARA B	097-310-09-0000	6120 MITCHLER AV	\$ 797.45
556985-205710	ZARAGOZA, JOHN A	163-580-30-0000	2024 NAPA RIVER DR	\$ 1,032.47
564231-134262	ZARATE-AGUILAR, MARCELA	173-170-14-0000	4324 E FOURTH ST	\$ 736.65
511855-50422	ZENDEJAS, MARTIN	102-080-04-0000	5444 HOLIDAY DR	\$ 912.68
511855-50424	ZENDEJAS, MARTIN	102-080-04-0000	5448 HOLIDAY DR	\$ 935.69
539275-94350	ZENOR, JEFF	137-096-11-0000	433 W VINE ST	\$ 902.89
527847-274480	ZUNIGA, JUANA R	117-420-36-0000	2001 MOSS OAK WY	\$ 336.19
492151-123372	ZUNIGA, KENDRA JEAN	163-230-26-0000	1542 S STOCKTON ST	\$ 1,561.99
780				\$ 1,300,255.72



City of Stockton

Legislation Text

File #: 20-6733, **Version:** 1

GENERAL PLAN AMENDMENT, REZONE AND ADDENDUM TO A MITIGATED NEGATIVE DECLARATION TO ALLOW CONSTRUCTION OF A NEW AUTOMATED CAR WASH, LOCATED AT 2910 EIGHT MILE ROAD (APPLICATION NO. P19-0411)

RECOMMENDATION

Staff recommends the City Council adopt:

1. A resolution adopting an Addendum to a previously approved Mitigated Negative Declaration;
2. A resolution approving a General Plan Land Use Map Amendment to change a portion of APN 070-670-01 from High-Density Residential to Commercial; and
3. An ordinance approving a Zoning Map Amendment to change a portion of APN 070-670-01 from RH (Residential, High-Density) to CG (Commercial, General).

Summary

In 2018, the City Council approved development of the 'Thornton Road/Eight Mile Road ARCO Station' project. The project included a fueling station with an accessory car wash, retail building and drive-thru restaurant. Project approvals included an amendment to the Eight Mile Road Precise Road Plan to accommodate access and amendments to the General Plan Land Use Map and Zoning Map to accommodate the commercial land uses.

Presently, the applicant proposes a revised project including an automated stand-alone car wash use and that requires a larger site area. This expansion encroaches into land designated for High-Density Residential uses and, therefore, triggers the need for General Plan and Zoning Map amendments. The primary policy question staff observes is the potential for the project to inhibit the City's ability to fulfill housing production goals. Staff's conclusion is the minor reduction of land designated for residential use (0.37 acres) will not prevent the city from fulfilling the housing production goal for this site. In fact, a recently filed development application for the abutting High-Density Residential site demonstrates an ability to exceed the multi-family unit estimated in the City's Housing Element.

On May 14, 2019, the Planning Commission considered the proposed project and by unanimous vote, recommended approval of the General Plan and Zoning Map Amendments. Resolutions of approval reflecting the Planning Commission's action are attached for Council consideration.

DISCUSSION

Background

On January 23, 2018, the City Council approved development of the 'Thornton Road/Eight Mile Road ARCO Station' project. The approval authorized a fueling station with attached automated car wash structure, a fast-food restaurant, and a retail building on a 2.11 acre site. When approving the overall

commercial development, the City amended the General Plan Land Use Map from High Density Residential to Commercial, and amended the Zoning Map from RH (Residential, High Density) to CG (Commercial, General). These approvals were made based on evidence that the downzoning of 2.11 acres would not affect the 222 housing units assumed for the Residential High, Density Site in the City's Housing Element.

The project has not yet been built, though construction plans for the fast food restaurant will soon be approved.

Present Situation

The project site is located southeast corner of Thornton Road and Eight Mile Road (see Attachment A). The project proposes changes to the approved site plan and location of land uses. A 4,000-square foot retail building is removed, and a new stand-alone car wash is proposed at the eastern portion of the site. The ARCO AM/PM fueling station and fast food restaurant remain in their same locations. The proposed car wash facility would be a "tunnel" car wash, an enclosed structure with a 140-foot conveyor to move vehicles through the wash process from one end to the other. Attachment B includes the proposed project plans.

General Plan Amendment

The proposed project requires a General Plan Land Use Map Amendment to change the designation of 0.37 acres (i.e., a portion of the proposed car wash facility) from High Density Residential to Commercial. The expansion of the Commercial designation facilitates a substantially similar commercial development and, in terms of area, represents a minor adjustment to the General Plan Land Use Map. However, the conversion of High Density Residential to Commercial requires consideration of potential effects to the City's housing production goals.

General Plan Housing Element Policy HE-1.2 states,

"The City shall not downzone parcels identified in the Housing Element inventory unless they are replaced concurrently by comparable zoned land elsewhere within the city or the City makes findings that there are still adequate sites in the inventory to meet the remaining regional housing needs allocation."

This policy mirrors Government Code §65863(b) which requires local governments to retain lands designated for residential uses in a Housing Element.

The City's 2016 Housing Element projected approximately 222 housing units on the abutting property designated High Density Residential. On April 1, 2020, the city received a development application for the subject site (Application No. P20-0241) and which indicates 384 units even with the reduced area (resulting from the commercial project). Therefore, approval of the General Plan Amendment complies with Housing Element Policy HE-1.2 and Government Code section 65863 (b) in that the minor reduction of land designated for residential use will not prevent the city from fulfilling the housing production goal for this site because there is no decrease in the City's ability to meet its Regional Housing Needs Allocation.

As reflected in the attached Proposed Resolution, all necessary findings can be made to support the proposed General Plan Land Use Map Amendment action.

Zoning Map Amendment

The project also proposes a companion rezoning from RH (Residential, High-Density) to CG (Commercial, General) coinciding with the same 0.37-acre area. As reflected in the attached Proposed Ordinance, all necessary findings can be made to support the proposed Zoning Map Amendment action.

Environmental Analysis

In accordance with the California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the original commercial development project at this location. The IS/MND identified potentially significant environmental impacts which could occur from development of the project, and feasible mitigation measures to reduce those impacts to a less than significant level. An Addendum to the IS/MND has been prepared in response to the revised project.

CEQA Guidelines Section 15164 provides that an Addendum to a previously prepared IS/MND may be used to make "minor technical changes or additions" that are necessary to assure that the adopted IS/MND is "adequate under CEQA," provided that no new important "issues about the significant effects on the environment" are raised. The project changes would not have any significant effects that were not discussed in the adopted IS/MND, and none of the significant effects identified in the adopted IS/MND would be substantially more severe than were described for the approved project.

A Proposed Resolution is attached and includes all necessary findings for adoption of the referenced Addendum.

Public Comments

Notice for the Planning Commission public hearing was published in the Stockton Record on July 18, 2020, and mailed notice was sent to all property owners within a 300-foot radius at least ten days prior to the July 28, 2020 meeting.

Planning Commission Review

On May 14, 2020, the Planning Commission considered the project and, by unanimous vote, forwarded an approval recommendation to City Council for the California Environmental Quality Act (CEQA) determination, General Plan Amendment, and Zoning Map Amendment. Additionally, the Commission approved an Administrative Use Permit and Design Review, contingent upon approval of the aforementioned items. The mentioned Planning Commission actions are included at Attachment C.

FINANCIAL SUMMARY

The applicant paid the required fees to process the requested development application. There is no financial impact to general funds based on this action.

Attachment A - Project Location

Attachment B - Project Plans

Attachment C - Planning Commission Action

Location Map



ELITE CAR WASH

SEC OF 8 MILE ROAD & THORNTON ROAD STOCKTON, CA

PROJECT INFORMATION

PARCEL SIZE:	36,941 SF (0.848 AC)
APNs:	070-670-01
ZONING:	GC - GENERAL COMMERCIAL
EXISTING USE:	UNDEVELOPED
PROPOSED USE:	CAR WASH
PROJECT SITE COVERAGE:	
CAR WASH BUILDING	4,724 SF 12.78%
LANDSCAPE	7,559 SF 20.46%
PAVING	24,658 SF 66.76%
TOTAL PARCEL AREA:	36,941 SF 100.00%

CONTACTS

CITY OF STOCKTON PLANNING DIVISION
345 N. EL DORADO STREET
STOCKTON, CA 95202
CONTACT: (209) 937-8266

OWNER
ELITE BUSINESS ENTERPRISES, INC.
2990 MERIDIAN PARK BLVD, SITE G
CONCORD, CA 94520
925.446.6806
SURINA.MANN@NORCALOFFICE.COM

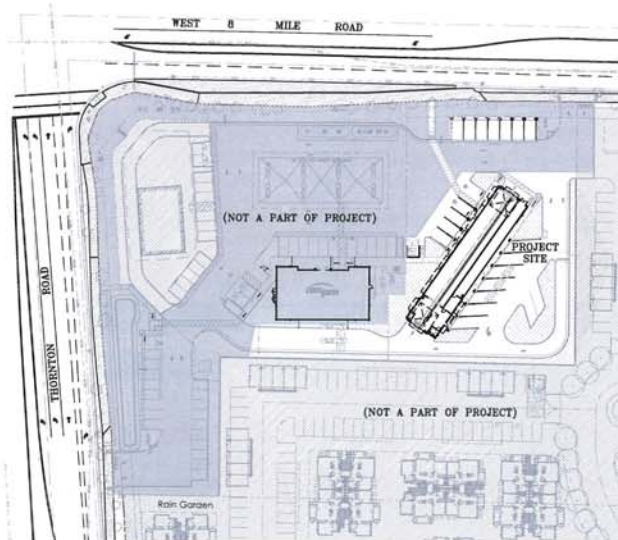
ARCHITECT
CSHOA
1450 HARBOR BLVD, SUITE A
WEST SACRAMENTO, CA 95691
916.231.0881 x0885
CONTACT: CHARLES NATTLAND
CHARLES.NATTLAND@CSHOA.COM

CIVIL ENGINEER
LOR ENGINEERING, INC.
620 DEWITT AVENUE, #10
CLOVIS, CA 95612
559.297.5200
CONTACT: HAL LORE
HAL@LORE-ENGINEERING.COM

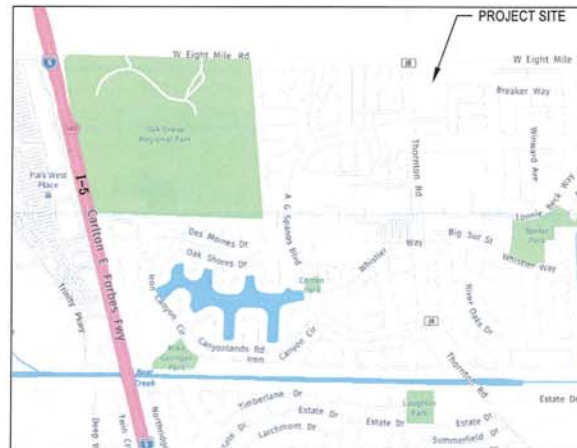
LANDSCAPE ARCHITECT
WATKINS PLANNING & LANDSCAPE ARCHITECTURE
1333 HOWE AVENUE, SUITE 113
SACRAMENTO, CA 95825
707.628.5326
CONTACT: ERIK WATKINS
WATKINS.ERIK@GMAIL.COM

DRAWING INDEX

A1	COVER SHEET
A2	SITE PLAN
A3	FLOOR PLAN
A4	EXTERIOR ELEVATIONS
A5	SITE CONTEXT
L-2	TREE PLANTING PLAN
L-3	SHRUB PLANTING PLAN
L-4	IRRIGATION PLAN



SITE PLAN
1" = 50'
NORTH



VICINITY MAP
N.T.S.

**PRELIMINARY
NOT FOR
CONSTRUCTION**

CHARLES NATTLAND, ARCHITECT
1450 HARBOR BLVD., SUITE A
WEST SACRAMENTO, CA 95691
(916) 231-0881
www.cshoa.com

STOCKTON CA
1450 HARBOR BLVD., SUITE A
WEST SACRAMENTO, CA 95691
(916) 231-0881
www.cshoa.com

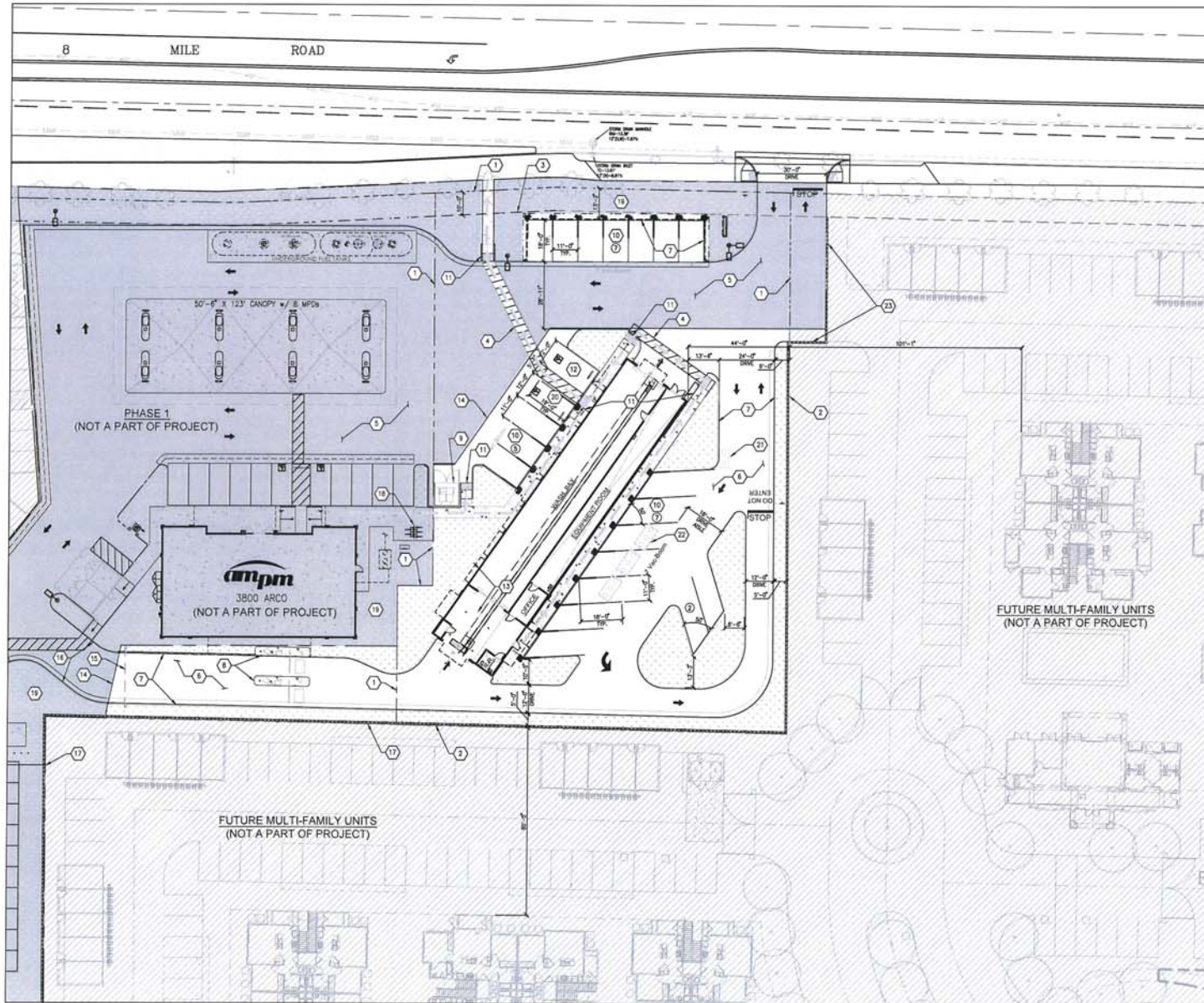
ELITE CARWASH
SEC 8 MILE RD AND THORNTON RD
CSHOA INC.

PROJECT	DATE
17295-2	04/10/20
DRAWN	CHECKED
REVISED	

SHEET TITLE
COVER SHEET

SHEET
A1

ORIGINAL SHEET SIZE:
24" x 36"



PARKING DATA
(CHAPTER 6, TABLE 3-9)

REQUIRED:	
FULL SERVICE CAR WASH (3 PER WASH LANE)	= 3 SPACES
TOTAL REQUIRED:	= 3 SPACES
PROVIDED:	
ACCESSIBLE SPACE (12'x19')	= 1 SPACE
STANDARD SPACE (9'x18')	= 2 SPACES
VACUUM ACCESSIBLE SPACE (12'x19')	= 1 SPACE
VACUUM SPACE (11'x18')	= 17 SPACES
TOTAL PROVIDED:	= 21 SPACES

- KEYED NOTES**
- 1 PROPERTY LINE
 - 2 NEW 8' HIGH CMU SCREEN WALL ALONG PROPERTY LINE
 - 3 LINE OF PUBLIC UTILITY EASEMENT
 - 4 NEW ACCESSIBLE PATH OF TRAVEL, STRIPING
 - 5 EXISTING ASPHALT CONCRETE PAVEMENT
 - 6 NEW ASPHALT CONCRETE PAVEMENT
 - 7 NEW CONCRETE CURB, TYP.
 - 8 NEW PAY STATION
 - 9 NEW TRASH ENCLOSURE
 - 10 NEW VACUUM STATIONS
 - 11 NEW ACCESSIBLE RAMP
 - 12 NEW VAN ACCESSIBLE PARKING STALL
 - 13 ROOF/CANOPY LINE ABOVE
 - 14 EXISTING EDGE OF PAVEMENT, PROVIDE SMOOTH TRANSITION BETWEEN EXISTING AND NEW PAVEMENT.
 - 15 NEW OVERHEIGHT WARNING BAR
 - 16 EXISTING CURB
 - 17 EXISTING 8' HIGH CMU SCREEN WALL
 - 18 EXISTING BIKE PARKING
 - 19 EXISTING LANDSCAPE
 - 20 NEW ACCESSIBLE VACUUM STATION
 - 21 OIL/WATER SEPARATOR
 - 22 CAR WASH UNDERGROUND WATER RECLAIM SYSTEM
- PROPOSED IF HIGH CMU WALL ON THE APARTMENT PROPERTY FOR SOUND MITIGATION.

SITE LEGEND

	FUEL STATION (N.C.)
	FUTURE RESTAURANT & MULTI-FAMILY UNITS (N.C.)
	NEW CONCRETE AND WALKS
	NEW LANDSCAPE
	PARKING/VACUUM STALL COURT
	SITE LIGHTING
	PATH OF TRAVEL

1 SITE PLAN
SCALE: 1" = 20'-0"

**PRELIMINARY
NOT FOR
CONSTRUCTION**

CHARLES MATLAND, ARCHITECT
100 HARBOR BLVD., SUITE A
REDWOOD CITY, CA 94063
(650) 734-1000

STOCKTON, CA
1405 HARBOR BLVD., SUITE A
WEST SACRAMENTO, CA 95691
(916) 231-9881
www.cshoa.com

ELITE CARWASH
SEC 8 MILE RD AND THORNTON RD
CSHOA INC.

PROJECT 17285.2	DATE 04/02/20
DRAWN EN	CHECKED
REVISED	
SHEET TITLE SITE PLAN	
SHEET A2	
OPTIONAL SHEET SIZE 24" x 36"	

PRELIMINARY
NOT FOR
CONSTRUCTION

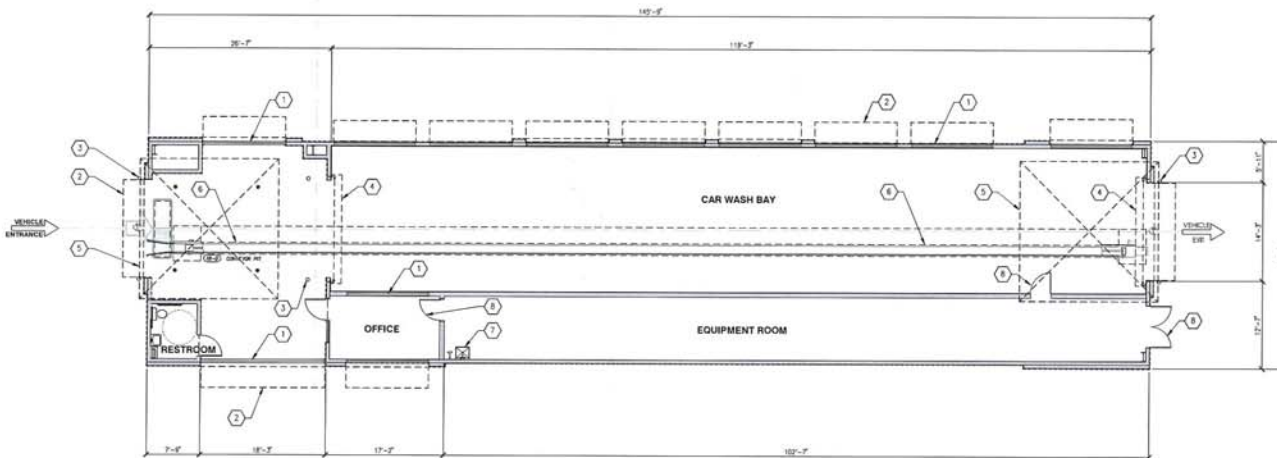
CHARLES NATLAND, ARCHITECT
1409 HARBOR BLVD., SUITE A
HEST BACHMAN, INC.
STOCKTON, CA 95210
TEL: (209) 231-4981
WWW.CSHQA.COM

STOCKTON, CA

ELITE CARWASH
SEC 8 MILE RD AND THORNTON RD

CSHQA INC.

PROJECT	DATE
17285.2	02/08/19
DRAWN	CHECKED
EN	
REVISED	
SHEET TITLE	
FLOOR PLAN	
SHEET	
A3	
ORIGINAL SHEET SIZE	24" x 36"



FLOOR PLAN GENERAL NOTES

- A. ALL DIMENSIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.
- B. ALL DIMENSIONED DIMENSIONS ARE TO BE USED. PLANS SHALL NOT BE SCALED.
- C. EXTERIOR WALLS ARE 24" INTERIOR WALLS 24" U.N.D.
- D. ALL COUNTERTOPS SHALL MEET ACCESSIBILITY REACH RANGE REQUIREMENTS.
- E. PROVIDE PLASTIC CORNER GUARDS AT EDGES BELOW 6'-0".
- F. ALL COUNTERTOPS SHALL BE MAX. 34" A.F.F. WITH A 3'-FOOT WIDE TRANSACTION AREA AT COUNTER.
- G. FLAME SPREAD CLASSIFICATIONS FOR INTERIOR WALLS SHALL COMPLY WITH LOCAL CODES.
- H. FIRE EXTINGUISHERS (2A-10BC) SHALL BE INSTALLED AT SALES COUNTER, BACK ROOM OFFICE, & FUEL CASHIER LOCATIONS IF NOT SHOWN ELSEWHERE ON THESE DRAWINGS. VERIFY WITH OWNER FOR DETAILS. CONFIRM FINAL DETAILS WITH LOCAL FIRE INSPECTOR.
- I. WATER HEATERS SHALL BE CAPABLE OF DELIVERING MIN. 120 WATER TO ALL SINKS.
- J. ALL DOORS MUST HAVE NO MORE THAN 5 LBS OPENING FORCE AND MUST HAVE A SLEEP PERIOD OF 3 SECONDS TO CLOSE FROM 70° OPEN TO 27° FROM THE LATCH.

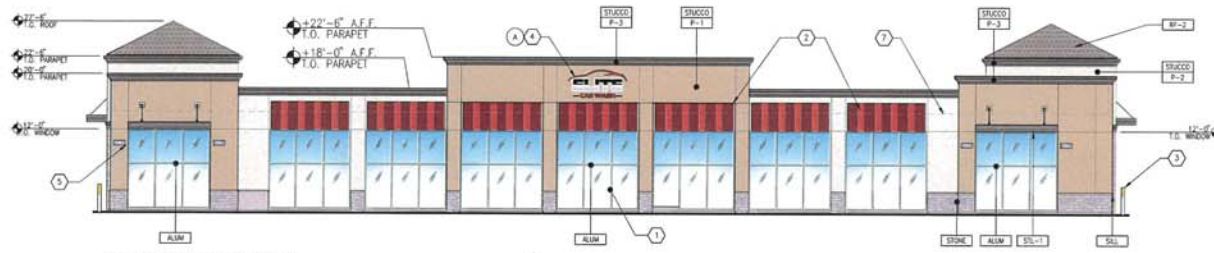
FLOOR PLAN KEY NOTES

- 1 ALUMINUM ENTRANCE AND COVERMENT SYSTEM, TYP.
- 2 LINE OF CANOPY ABOVE, TYP.
- 3 4"x4" HIGH BOLLARD FILLED WITH CONCRETE, TYP.
- 4 CAR WASH BAY DOOR
- 5 LINE OF ROOF ABOVE
- 6 CONVEYOR/PIV
- 7 WOP SINK
- 8 METAL DOOR AND FRAME



1 FLOOR PLAN
SCALE: 1/8" = 1'-0"





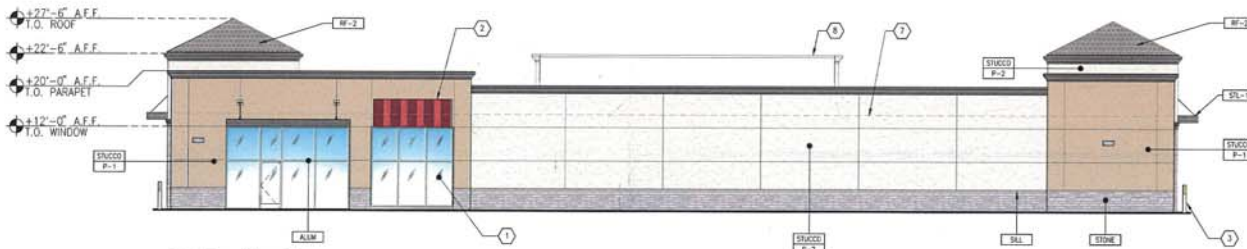
01 FRONT ELEVATION
SCALE: 1/8" = 1'-0"



02 Right Elevation
SCALE: 1/8" = 1'-0"



03 Left Elevation
SCALE: 1/8" = 1'-0"



04 Rear Elevation
SCALE: 1/8" = 1'-0"

- KEYED NOTES**
- 1 CLAZING, (TYP)
 - 2 FABRIC GANTRY, COLOR P-4 & P-5, (TYP)
 - 3 BOLLARD, (TYP)
 - 4 WALL MOUNTED SIGN
 - 5 WALL MOUNTED SIGN FEATURE, (TYP)
 - 6 INSTRUCTIONAL SIGN PANEL
 - 7 LINE OF ROOF BEYOND
 - 8 PARAPET BEYOND

- COLOR LEGEND**
- P-1 DUNN EDWARDS DE8130, "WOODS ACRE"
 - P-2 DUNN EDWARDS DE8128, "SAND CLINK"
 - P-3 DUNN EDWARDS DE8754, "WEATHERED BROWN", HIGH GLOSS
 - P-4 ANNING FABRIC "JOCKEY REEF"
 - P-5 ANNING FABRIC "JOCKEY REEF"

- MATERIAL LEGEND**
- STUCCO 1/2" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS, TEXTURE: FINE SAND FINISH
 - SL-1 STEEL ANNING, COLOR: P-3
 - ALUM CLEAR ANODIZED ALUMINUM
 - STONE MANUFACTURED STONE VENEER MFC, CULTURED STONE PRODUCT: PRO-FIT LIGGERSONE, COLOR: "SHALE"
 - SLL MANUFACTURED STONE SILL MFC, CULTURED STONE PRODUCT: WATERBURY/SLL, COLOR: "TRUFF"
 - MF-2 SLATE ROOF MFC, ROMAN CONCRETE TILE PRODUCT: SAKONY 800 COLOR: "DWARCK, BROWN BLEND" 17ACS1132

GENERAL NOTES:

1. COORDINATE W/ BUILDING CONTRACTOR FOR ELEC. SERVICE CONDUIT & POWER
2. SIGN MOUNTING TO BUILDING SHALL BE A DEFERRED SUBMITTAL PROVIDED BY SIGN CONTRACTOR SHOP DRAWINGS

SIGNAGE CODE

SIGNAGE PER STOCKTON MUNICIPAL CODE 16.76.100 BUILDING SIGNS..... AREA OF SIGN NOT TO EXCEED 2 SQ FT. PER LINEAR FT OF WALL

MONUMENT SIGN.....1 ALLOWED PER STREET FRONTAGE NOT TO EXCEED 10 FT IN HEIGHT AND 100SQ FT PER FACE; SECOND SIGN NOT TO EXCEED 7FT IN HEIGHT AND 50 SQ FT. PER FACE.

SITE SIGNAGE TABLE				
	SIGN	QTY.	PROVIDED AREA	PERMITTED AREA
FRONT				
(A)	ELITE CARWASH WALL MOUNTED SIGN	1	33.8 sf	292 SF
LEFT				
(A)	ELITE CARWASH WALL MOUNTED SIGN	1	33.8 sf	64 SF
RIGHT				
(A)	ELITE CARWASH WALL MOUNTED SIGN	1	33.8 sf	64 SF
(B)	CARWASH MENU BOARD	1	8 sf	
		TOTAL:	109.4 sf	

PRELIMINARY
NOT FOR
CONSTRUCTION

CHARLES MATLAND ARCHITECT

STOCKTON CA.

1155 AUGUST BELLO, SUITE A
WEST PACHARRETT RD
STOCKTON, CA 95210
(916) 231-0881
www.cshga.com

ELITE CARWASH
SEC 8 MILE RD AND THORNTON RD

CSHGA INC.

PROJECT 17285.2 DATE 02/09/19
DRAWN EN CHECKED

SHEET TITLE
EXTERIOR
ELEVATIONS

SHEET

A4

ORIGINAL SHEET SIZE
24" x 36"



1 EIGHT MILE RD LOOKING EAST



2 THORNTON RD LOOKING SOUTH



3 EIGHT MILE RD LOOKING WEST



4 BREAKER WAY LOOKING NORTH



PHOTO LEGEND



5 THORNTON RD LOOKING EAST

**PRELIMINARY
NOT FOR
CONSTRUCTION**

CHARLES NATLAND, ARCHITECT
1425 HANCOCK BLVD., SUITE A
STOCKTON, CA 95210
PHONE: (916) 321-4881 • FAX: (916) 321-4887

1425 HANCOCK BLVD., SUITE A
WEST SACRAMENTO, CA 95691
(916) 321-4881
www.cshqa.com

ELITE CARWASH
SEC 8 MILE RD AND THORNTON RD

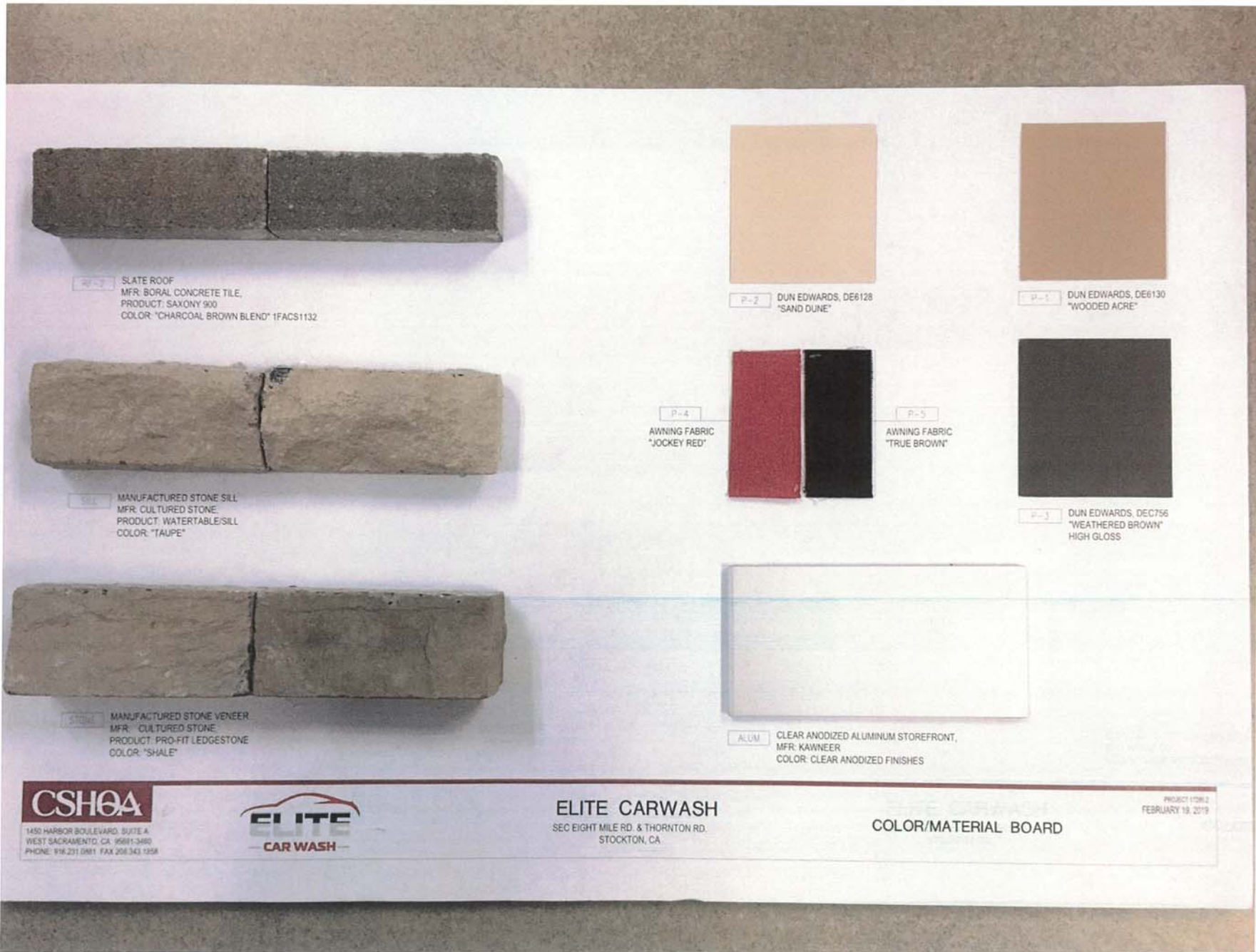
CSHQA INC.

PROJECT 17265.2	DATE 02/05/19
DRAWN EN	CHECKED
REVISED	

SHEET TITLE
**SITE
CONTEXT**

SHEET
A5

ORIGINAL SHEET SIZE
36" x 54"



P-1 SLATE ROOF
MFR: BORAL CONCRETE TILE,
PRODUCT: SAXONY 900
COLOR: "CHARCOAL BROWN BLEND" 1FACS1132



P-2 DUN EDWARDS, DE6128
"SAND DUNE"



P-3 DUN EDWARDS, DE6130
"WOODED ACRE"



SILL MANUFACTURED STONE SILL
MFR: CULTURED STONE,
PRODUCT: WATERTABLE/SILL
COLOR: "TAUPE"



P-4 AWNING FABRIC
"JOCKEY RED"

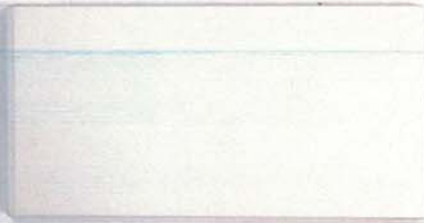
P-5 AWNING FABRIC
"TRUE BROWN"



P-5 DUN EDWARDS, DEC756
"WEATHERED BROWN"
HIGH GLOSS



STONE MANUFACTURED STONE VENEER
MFR: CULTURED STONE,
PRODUCT: PRO-FIT LEDGESTONE
COLOR: "SHALE"



ALUM CLEAR ANODIZED ALUMINUM STOREFRONT,
MFR: KAWNEER
COLOR: CLEAR ANODIZED FINISHES

CSHQ4
1450 HARBOR BOULEVARD, SUITE A,
WEST SACRAMENTO, CA 95691-3480
PHONE: 916.231.0881 FAX: 208.343.1358



ELITE CARWASH
SEC EIGHT MILE RD. & THORNTON RD.
STOCKTON, CA

COLOR/MATERIAL BOARD

PROJECT 1206-2
FEBRUARY 19, 2019

SHRUB PALETTE						
SHRUB SPECIES	ABRV. SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WATER USAGE
AJ	☉	ARCTOSTAPHYLOS JOHN DOURLEY	LOW GROWING MANZANITA	5 GAL	46	LOW
FS	●	FEUJA SELLOWIANA	PINEAPPLE GUAVA	5 GAL	17	LOW
GR	⊕	GREVILLEA ROSMARINFOLIA	ROSEMARY GREVILLEA	5 GAL	46	LOW
HP	⊙	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	89	LOW
LS	⊙	LAVANDULA S. 'OTTO QUAST'	SPANISH LAVENDER	5 GAL	80	LOW
MR	⊗	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	20	LOW
ND	⊕	NANDINA D. 'NANA'	DWARF HEAVENLY BAMBOO	5 GAL	36	LOW
OE	⊕	OLEA EUROPAEA 'PETITE OLIVE'	DWARF OLIVE	5 GAL	24	LOW
RC	⊕	RHAPHOLEPIS 'CLARA'	WHITE INDIAN HAWTORN	5 GAL	48	LOW
RO	⊕	ROSMARINUS OFFICINALIS 'COLLINGWOOD INGRAM'	DWARF ROSEMARY	5 GAL	88	LOW

GENERAL NOTES:
 LANDSCAPE DESIGN PLAN. PLANT MATERIAL IS SELECTED AND LOCATED BASED ON SIMILAR WATER USE WHERE POSSIBLE. PLANTS SELECTED AND PLANTED APPROPRIATELY BASED UPON THEIR ADAPTABILITY TO CLIMATIC, GEOLOGIC, AND TOPOGRAPHICAL CONDITIONS OF THE PROJECT SITE. PLANT SELECTIONS CONSIDER THE FOLLOWING SOURCES: SUNSET WESTERN CLIMATE ZONE SYSTEM, HORTICULTURAL ATTRIBUTES, AND SOLAR ORIENTATION AMONG OTHERS. THE SOIL MUST BE PROPERLY PREPARED AND MULCH APPLIED IN A MINIMUM OF 3" ON ALL EXPOSED SOIL SURFACES.

PLANT LEGEND CROSS-REFERENCED WITH THE CALIFORNIA INVASIVE PLANT COUNCIL AND DOES NOT INCLUDE ANY PLANT SPECIES IDENTIFIED WITH A MODERATE OR HIGH DESIGNATION.

SEE SHEET L-1 FOR GENERAL PLANTING AND IRRIGATION LANDSCAPE SPECIFICATIONS AND SEE SHEET L-5 FOR LANDSCAPE DETAILS.

ET0 = STOCKTON, CA 49.1; SUNSET WESTERN CLIMATE ZONE 14; WUCOLS REGION #2 CENTRAL VALLEY
 TOTAL LANDSCAPE SQUARE FOOTAGE: 9,782 SF
 TOTAL SITE AREA: 41,008 SF

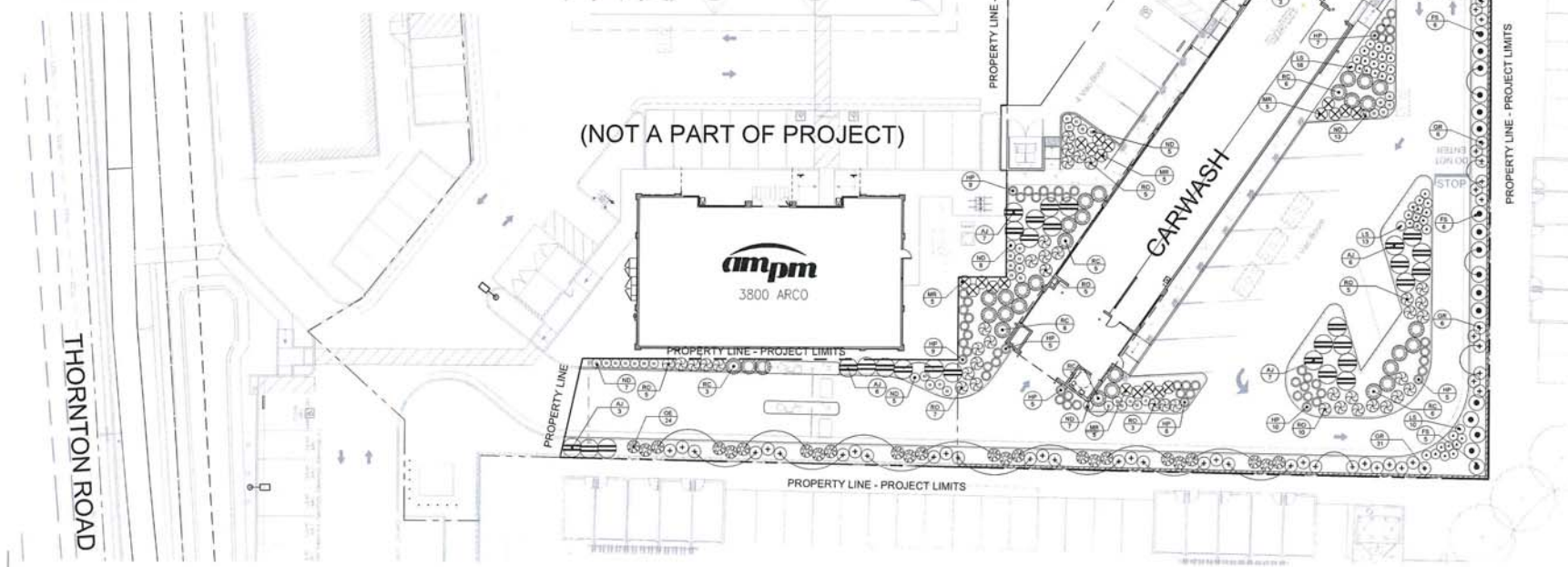
PROPERTY LINE DISCLOSURE
 THE PROPERTY LINES SHOWN ON THESE PLANS WERE PROVIDED BY CSDHA AND ARE FOR REFERENCE PURPOSES ONLY AND DO NOT REPRESENT THE ACTUAL PROPERTY LINES. THE ACTUAL PROPERTY LINES CAN ONLY BE ESTABLISHED WITH A BOUNDARY SURVEY.
 NOTICE IS HEREBY GIVEN THAT THE DEVELOPER/CONTRACTOR AND/OR HIS SUBCONTRACTORS SHALL ACCEPT FULL RESPONSIBILITY FOR THE LAYOUT OF THE PROJECT. LANDSCAPE ARCHITECT WILL NOT ACCEPT LIABILITY FOR ANY OF THE FACILITIES CONSTRUCTED OUTSIDE OF PROPERTY BY OTHERS, BASED UPON THE INFORMATION CONTAINED HEREIN.

THIS PLAN AND ALL INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF WATSON LANSBURY ARCHITECTURE AND SHALL REMAIN THE PROPERTY OF WATSON LANSBURY ARCHITECTURE. NO PART OF THIS PLAN IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF WATSON LANSBURY ARCHITECTURE.

**PRELIMINARY
NOT FOR
CONSTRUCTION**

ELITE CARWASH
 Stockton, California
 SEC 8 MILE ROAD AND THORNTON ROAD
 WPLA
 WATSON LANSBURY ARCHITECTURE
 230 GLEN ROAD
 GLEN WATKINS, CA 95888
 (970) 624-2424
 W@WPLA.COM

PROJECT	DATE
1918	04-2-2020
DRAWN	CHECKED
REVISIONS	
SHEET TITLE	
SHRUB PLANTING PLAN	
SHEET	
L-3	
ORIGINAL SHEET SIZE 24" x 36"	



Resolution No. **2020-05-14-0501-01**

STOCKTON PLANNING COMMISSION

RESOLUTION RECOMMENDING THE CITY COUNCIL ADOPT AN ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PLAN FOR THE PROPOSED CAR WASH DEVELOPMENT PROJECT, LOCATED AT THE SOUTHEAST CORNER OF EIGHT MILE ROAD AND THORNTON ROAD (P19-0411)

On October 26, 2017, Planning Commission approved Resolution 2017-10-26-0501 for development of the 'Thornton Road/Eight Mile Road ARCO Station' project, which proposed a commercial development of approximately 2.1 acres on an approximately 10.1-acre site, with the remaining 8.0 acres available for planned high-density residential development. The project included a car wash. When approving the overall commercial development; and

Prior to approving the aforementioned project, the City Council adopted a Mitigated Negative Declaration (MND) in accordance with the California Environmental Quality Act (CEQA) and amended the General Plan Land Use Map from High Density Residential to Commercial, and amended the Zoning Map from RH (Residential, High Density) to CG (Commercial, General) allowing for the commercial center development via Resolution No. 2018-01-23-1502 and Ordinance No. 2018-01-23-1502; and

The applicant now proposes a General Plan Amendment for 0.37 acres from High-Density Residential to Commercial; Rezoning from RH (Residential, High-Density) to CG (Commercial, General); Use Permit; and Design Review to allow construction and operation of an automated car wash based on a modified site plan compared to the original project layout; and

The Planning Commission has considered the above changes to the originally approved project under CEQA Guidelines section 15162 and determined that there is no substantial evidence that the project, as revised, would have a significant effect beyond which was identified in the previously adopted MND. Therefore, a Subsequent MND is not required pursuant to CEQA and this Addendum was, instead, prepared in accordance with CEQA Guidelines section 15164 as the appropriate environmental document; and

The Addendum contains minor revisions to the adopted IS/MND, including a detailed description of changes in the project and the environmental effects resulting from those changes (which include the freestanding car wash facility, and corresponding minor reduction in the size of the adjoining future multi-family residential development). The Addendum also documents the basis for a revision to a previously adopted mitigation measure relating to the topic of noise. A copy of the Addendum is provided as an exhibit to this Resolution; and

On May 4, 2020, a public notice for the subject application was published in local newspaper in accordance with Stockton Municipal Code (SMC) Section 16.88.030; and

On May 14, 2020, the Planning Commission conducted a public hearing on the application, in compliance with SMC Section 16.116.040(D), at which point all persons wishing to be heard were provided such opportunity; now, therefore,

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF STOCKTON, AS FOLLOW:

- A. The foregoing recitals are true and correct and incorporated by reference.
- B. Based on its review of the entire record herein, the Planning Commission makes the following recommended findings to City Council.

Addendum to the Mitigated Negative Declaration

C. Based on its review of the entire record herein, including the May 14, 2020, Planning Commission staff report, all supporting, referenced, and incorporated documents, and all comments received, the Planning Commission hereby recommends that City Council:

- 1. Adoptan Addendum to the Mitigated Negative Declaration and Mitigation Monitoring Plan included as Exhibit 1.

PASSED, APPROVED, and ADOPTED May 14, 2020.



WAQAR RIZVI, CHAIR
City of Stockton Planning Commission

ATTEST:



MICHAEL MCDOWELL, SECRETARY
City of Stockton Planning Commission

ADDENDUM
TO THE
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION
FOR THE
THORNTON ROAD/EIGHT MILE ROAD
PROPOSED DRIVE-THROUGH CAR WASH
FACILITY PROJECT (P19-0411)
STATE CLEARINGHOUSE NO.: 2017082056
CITY OF STOCKTON, CA

Prepared for:
CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPARTMENT
345 N. El Dorado Street
Stockton, CA 95202
(209) 937-8561

November 2019

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- B. Air Quality Modeling Results
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1.0 INTRODUCTION

In 2017, the City of Stockton (City) approved development of the Thornton Road/Eight Mile Road ARCO Station project (“the project”). The project proposed a commercial development of approximately 2.11 acres on an approximately 10.09-acre site (Figures 1-1 through 1-5), with the remaining 7.98 acres available for future high-density residential development. The proposed commercial development in the western portion of the project site consisted of an ARCO AM/PM fueling station with a convenience store and an automated car wash structure, a fast-food restaurant, and a retail building. In accordance with the California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project and was circulated for public and agency review. The IS/MND was adopted by the Stockton City Council prior to project approval on January 23, 2018.

Since the IS/MND was adopted and the project was approved, the project applicant has proposed changes to the commercial development. The approved car wash would become a larger, stand-alone facility, which would be separated from the convenience store located in the southeast corner of the commercial area. Also, the proposed retail building would be eliminated. All other components of the commercial development would remain the same.

This document is an Addendum to the adopted IS/MND, which is hereby incorporated by reference. A copy of the adopted IS/MND may be reviewed at the Stockton Community Development Department office at 345 N. El Dorado Street in Stockton or online at <http://www.stocktongov.com/government/departments/communityDevelop/cdPlanEnv.html>.

This Addendum addresses the potential environmental effects of proposed project modifications under CEQA. The Addendum contains minor revisions to the adopted IS/MND, including a detailed description of changes in the project and the environmental effects resulting from those changes. The Addendum does not identify any new or substantially more severe environmental effects than were identified in the adopted IS/MND, nor does it identify the need for new or more effective mitigation measures than those described in the adopted IS/MND.

As required by CEQA, the City adopted a Mitigation Monitoring and Reporting Program (MMRP) prior to adopting the IS/MND and approving the project. The MMRP, available in Appendix A of this Addendum, describes the mitigation measures that are required to be implemented by the project throughout its construction and operation. Since the modified project will not result in new or substantially more severe environmental effects, or require new or more effective mitigation measures, the adopted MMRP remains applicable to the project.

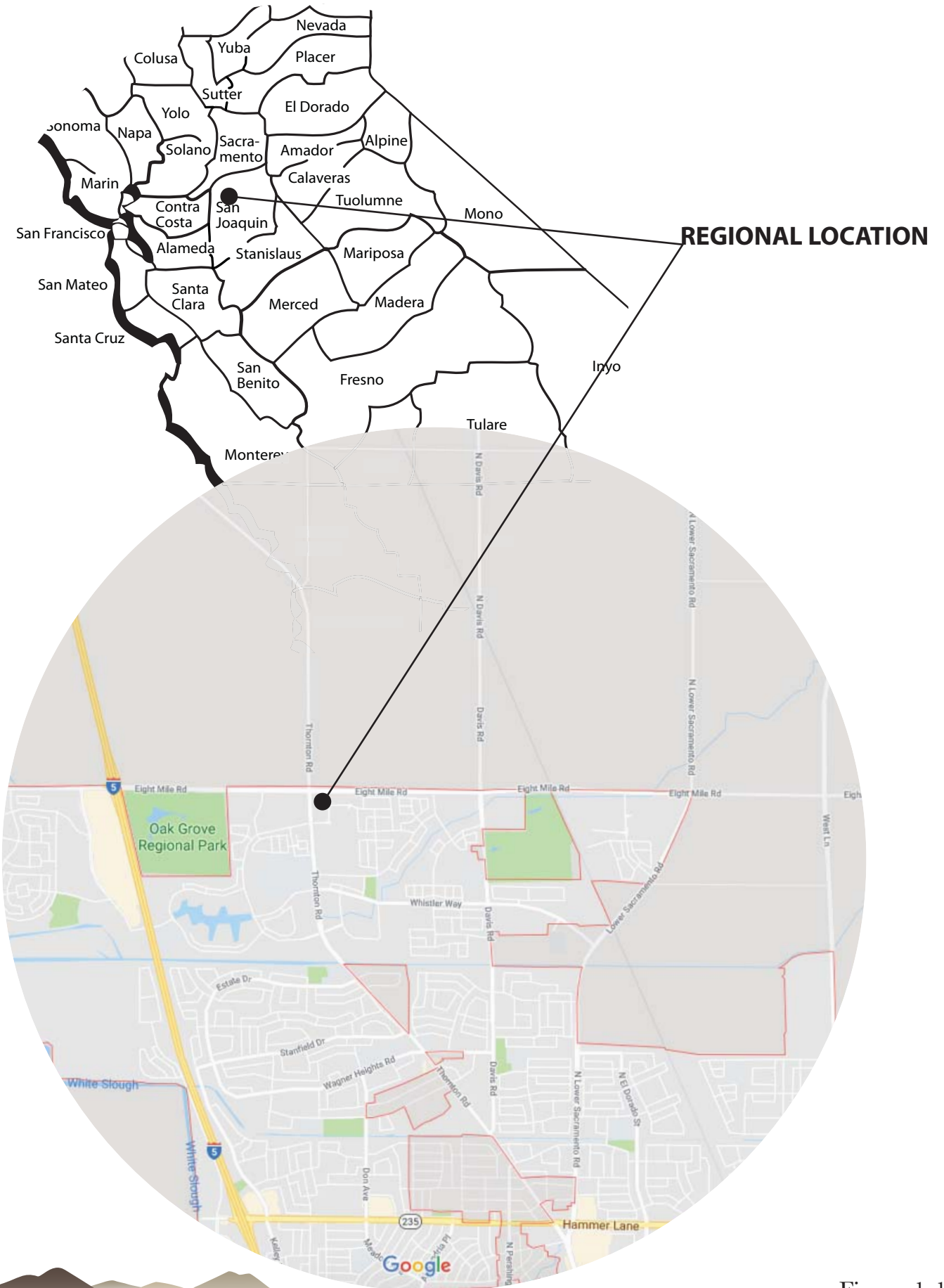
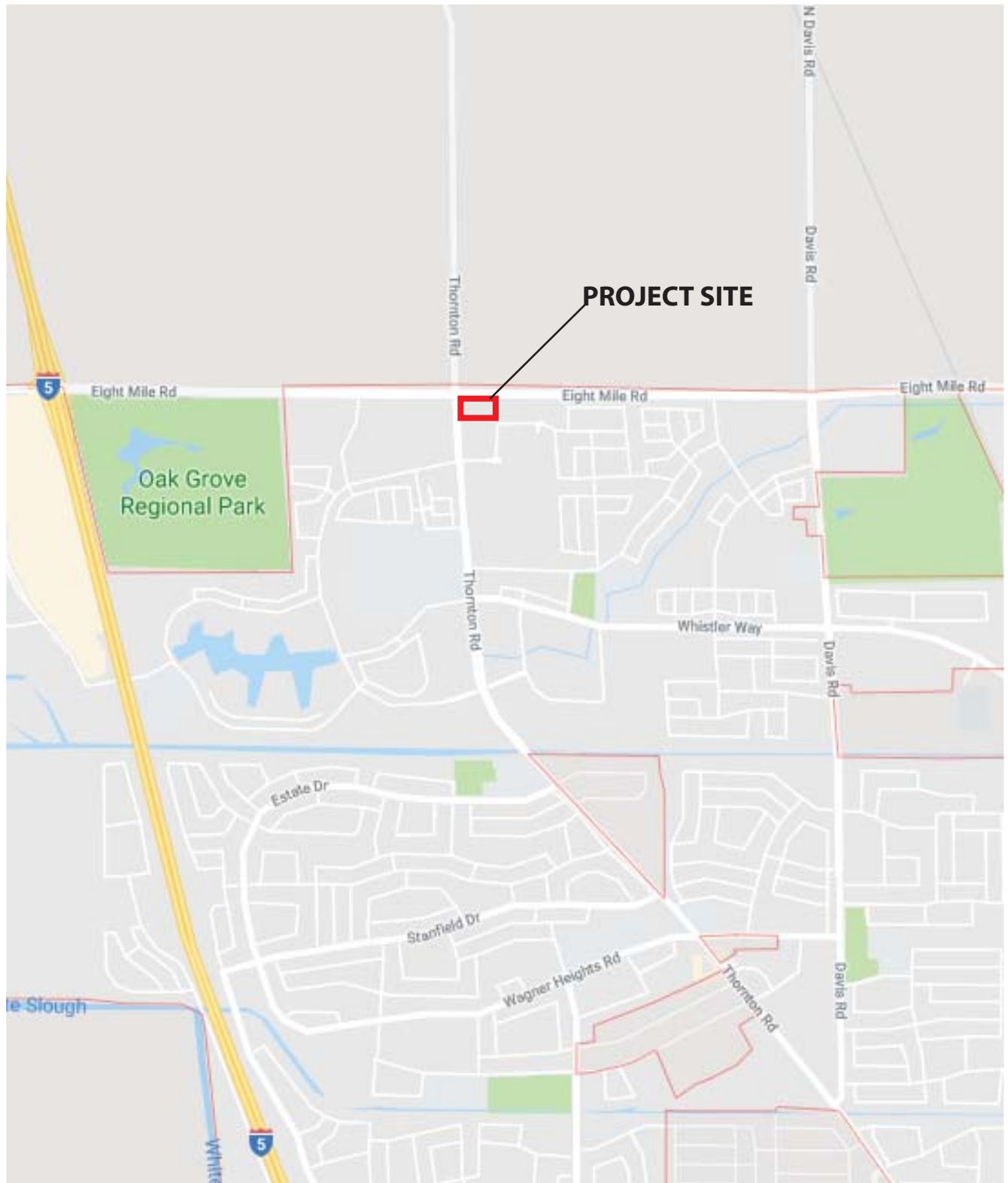
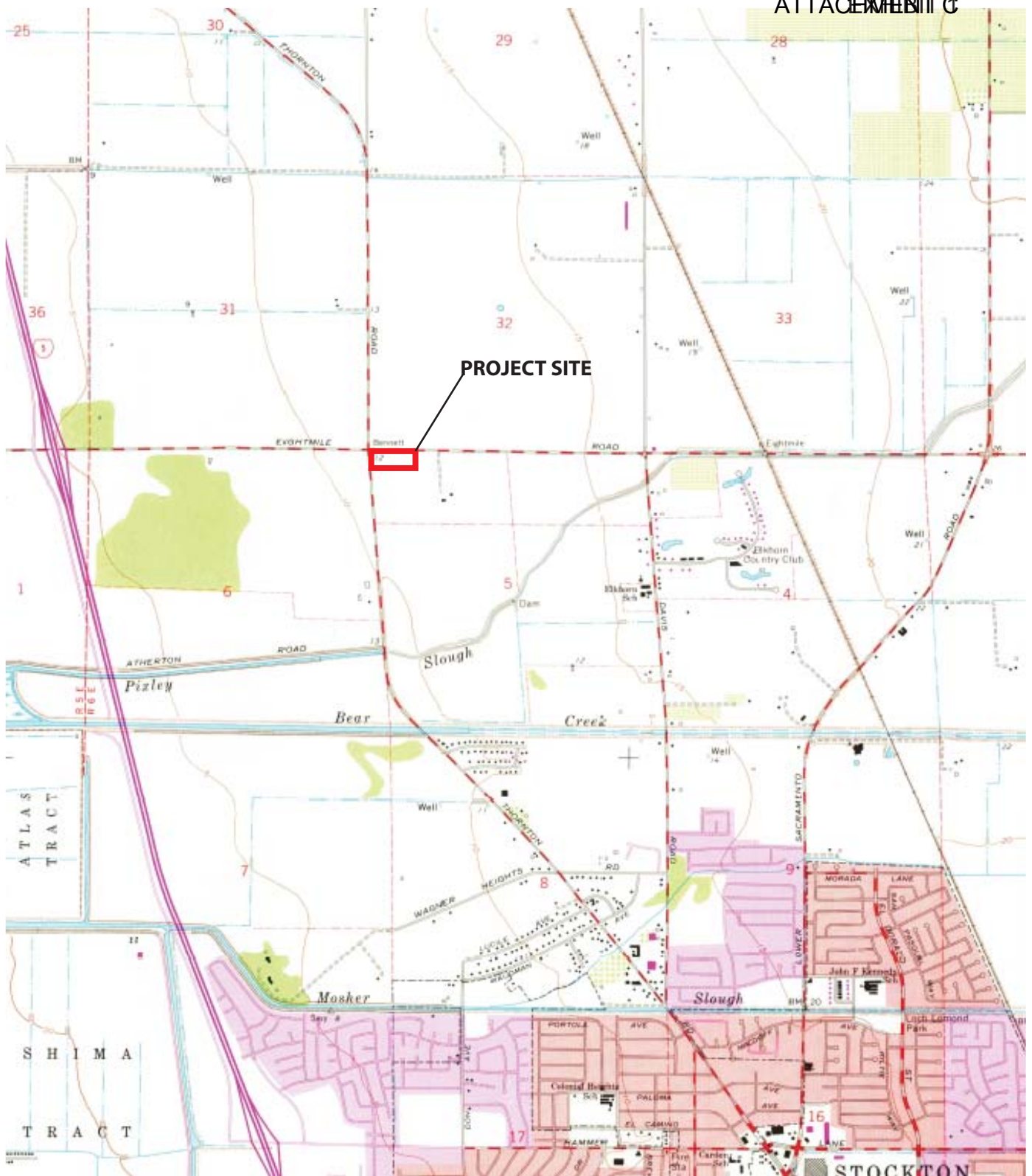


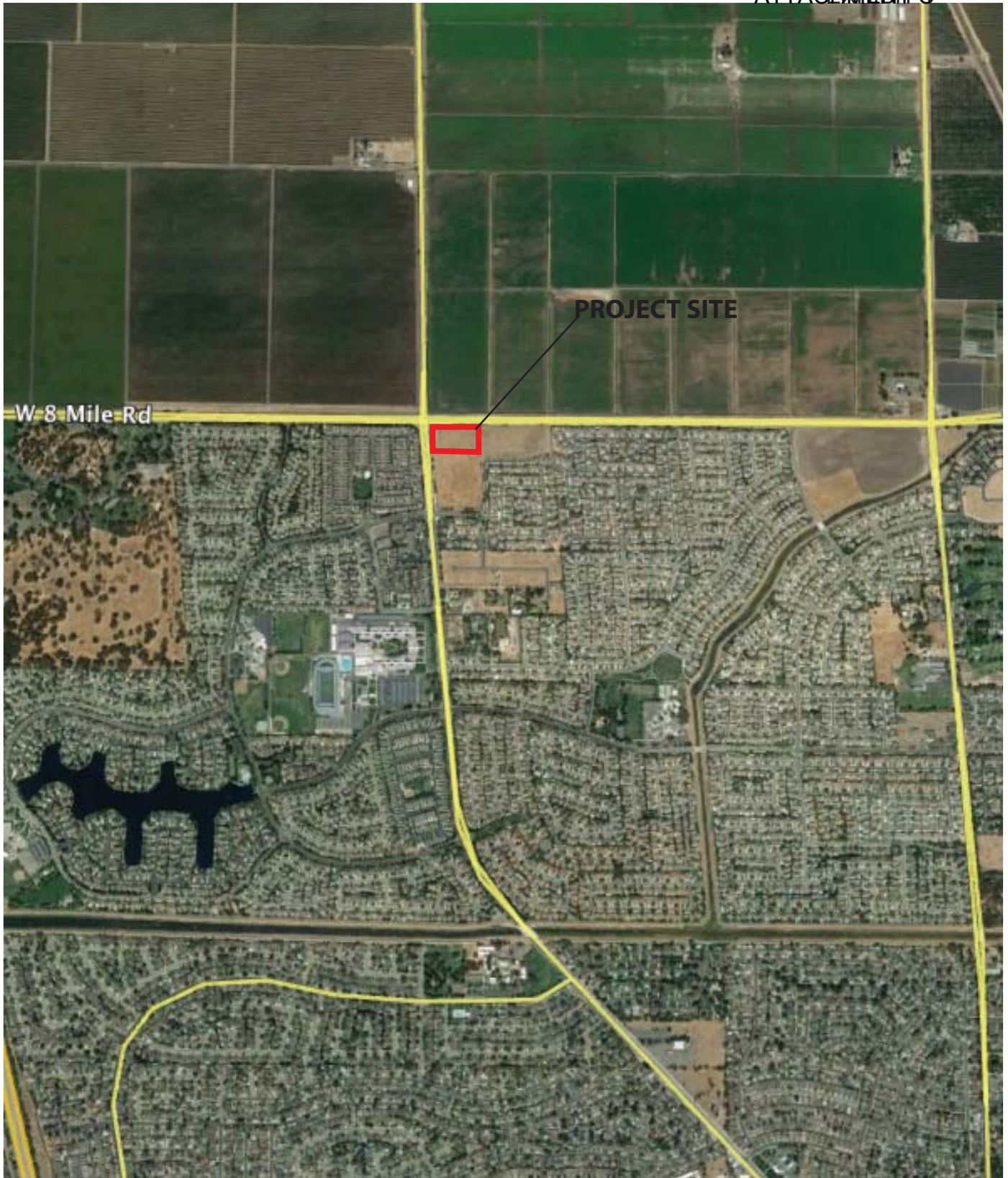
Figure 1-1
REGIONAL LOCATION MAP



PROJECT SITE



SOURCE: Lodi South 7.5 Minute Quadrangle Map



SOURCE: Google Earth

EXHIBIT 1

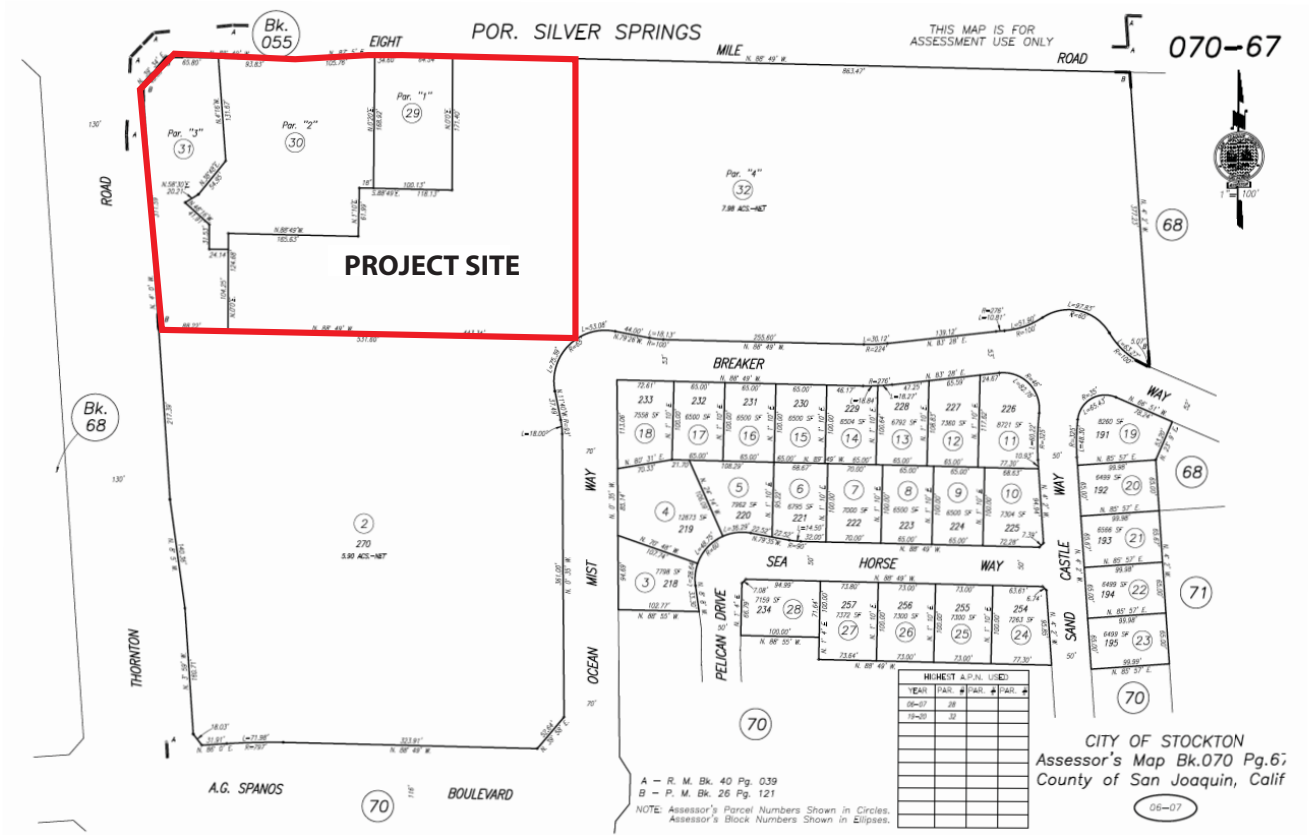


Figure 1-5
ASSESSOR PARCEL MAP

2.0 CEQA PROVISIONS RELATED TO THE ADDENDUM

In general, the certification of an EIR or the adoption of a Negative Declaration or Mitigated Negative Declaration closes the CEQA review process for a project. However, when there are changes to a project or its circumstances that require revisions to the CEQA document, CEQA offers options to streamline the subsequent environmental review. These include preparation of a subsequent EIR or Negative Declaration, a supplement to an EIR, or an addendum to the previous document. CEQA Guidelines Section 15162 describes the conditions under which a subsequent CEQA document shall be prepared. Section 15164 describes when use of an Addendum is appropriate, with reference to Sections 15162.

CEQA Guidelines Section 15162(a) states that once an EIR has been certified or a Negative Declaration has been adopted for a project, no subsequent CEQA documentation shall be prepared for that project unless the lead agency determines one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found to be not feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164 provides that an addendum may be used to make "minor technical changes or additions" that are necessary to assure that the adopted IS/MND is "adequate under CEQA," provided that no new important "issues about the significant effects on the environment" are raised. The provisions of Section 15164 are outlined below.

- (a) [Refers only to EIRs]
- (b) An addendum to an adopted negative declaration may be prepared if only minor changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As is discussed in this document, the revisions to the approved project do not meet any of the criteria of CEQA Guidelines Section 15162; therefore, preparation of a subsequent document (e.g., new Negative Declaration) is not required. The project changes would not have any significant effects that were not discussed in the adopted IS/MND, and none of the significant effects identified in the adopted IS/MND would be substantially more severe than were described for the approved project. Also, all the effects identified as potentially significant in the adopted IS/MND can be reduced to a level that would be less than significant with application of the mitigation measures described in the adopted IS/MND, which were agreed to by the project applicant. No additional mitigation measures would be required.

3.0 CHANGES IN PROPOSED PROJECT AND/OR ITS CIRCUMSTANCES

This chapter generally describes the Thornton Road/Eight Mile Road ARCO Station project and discusses whether any changes to the Project Description or to the circumstances surrounding the project as they relate to the proposed project changes would be considered “major,” consistent with the criteria set forth in CEQA Guidelines Section 15162. These changes are considered in Chapter 4.0 to determine whether any new environmental impacts would occur or if previously identified significant impacts would be substantially more severe. In each section of Chapters 3.0 and 4.0, a summary of conditions as described in the adopted IS/MND is presented, along with any changes to the project or the circumstances under which the project would be undertaken. The changes are then evaluated as to whether they would be substantial enough to warrant additional CEQA review.

3.1 CHANGES TO IS/MND CHAPTER 1.0 INTRODUCTION

Chapter 1.0 in the adopted IS/MND provided an overview of the Thornton Road/Eight Mile Road ARCO Station project, the type and use of the IS/MND, the IS/MND organization, and the CEQA process for the IS/MND. Since adoption of the IS/MND, the following actions were approved by the City Council on January 23, 2018:

- The City of Stockton General Plan designation on the commercial development area outlined in the approved project was changed from High Density Residential to Commercial (Resolution 2018-01-23-1502).
- The zoning of the commercial development area outlined in the approved project was changed from RH (Residential, High Density) to CG (Commercial, General) (Ordinance 2018-01-23-1502).
- A Precise Road Plan Amendment to the Eight Mile Road Specific Plan was approved to create a right-in and right-out driveway on Eight Mile Road, along with relinquishment of access restriction on Eight Mile Road (Resolution 2018-01-23-1502).
- A relinquishment of access restriction on Thornton Road was approved to allow a right-in and right-out driveway on Thornton Road. Also, a Design Review for all buildings proposed on the site was approved (Resolution 2018-01-23-1502).

The following Use Permit and Tentative Parcel map were approved by the Planning Commission on October 26, 2017:

- A Use Permit was approved to allow the establishment of a gasoline station and convenience store with the off-sale of beer and wine (Resolution 2017-10-26-0501).

- A Parcel Map subdividing the project site into four parcels was approved by the City and was recorded by San Joaquin County. Three of the parcels cover the proposed commercial area, while the fourth parcel includes the area planned for future residential development (Resolution 2017-10-26-0501).

The portion of the project site originally proposed for a fast-food restaurant has been sold to another property owner. The restaurant site is within the northern portion of Parcel 3 of the Parcel Map. A building permit for a fast-food restaurant (Burger King) on this site was submitted to the Building and Safety Division. A Design Review application has been submitted to Planning and Engineer Service Division for processing. This Addendum considers the potential impacts of development of the fast-food restaurant as it was considered in the adopted IS/MND.

The above-described changes are within the scope of the project as described in the adopted IS/MND.

3.2 CHANGES TO IS/MND CHAPTER 2.0 PROJECT DESCRIPTION

Project as Originally Approved

The approved Thornton Road/Eight Mile Road ARCO Station project is described in detail in the adopted IS/MND. In summary, the approved project proposed to construct an ARCO fueling station and other commercial structures on 2.11 acres of an approximately 10.09-acre site at the intersection of Eight Mile Road and Thornton Road in north Stockton.

The project included three commercial structures: an ARCO gasoline station and AM/PM convenience store of approximately 3,799 square feet, a fast-food restaurant of approximately 3,462 square feet, and a retail building of approximately 4,000 square feet. The gasoline station would have 16 fuel dispensing pumps. A car wash would be attached to the convenience store building, and the fast-food restaurant would have a drive-through. Access would be provided from both Thornton Road and Eight Mile Road.

The remaining 7.98 acres were not proposed for development as part of the project, but they were designated for high-density residential development by the Stockton General Plan. For the purposes of the prior CEQA analysis, it was assumed that a residential complex consisting of three-story structures totaling 234 units – the maximum number of units that could be developed under the existing High Density Residential land use designation – ultimately would be constructed on this portion of the project site.

Proposed Land Use Actions

The project proposes an expansion of the southeastern and eastern portions of the commercial development area by approximately 0.37 acres to accommodate the proposed development shown in the revised site plan (Figure 3-1) resulting in total commercial development of 2.48 acres, an approximately 17.5% increase from the proposed project. As noted in Section 3.1 above, changes were made to the General Plan and zoning. The proposed expansion would require a new General Plan amendment and to match those granted to the approved commercial development. Figures 3-2 and 3-3 depict the proposed

General Plan amendment and zoning map amendment, respectively. An Administrative Use Permit and Design Review are required to allow the establishment of a proposed drive-through car wash facility. In addition, a lot line adjustment to the recently recorded Parcel Map is proposed to accommodate the expanded commercial area.

With the proposed commercial area expansion, approximately 7.61 acres would remain available on the parcel for future high-density residential development. Based on the maximum allowable 29 dwelling units per acre under the High Density Residential designation, the total maximum number of dwelling units that could be developed is 223 units, a decrease from 234 units considered in the adopted IS/MND. For analytical purposes, this Addendum assumes 223 units would be constructed. Otherwise, conditions related to the potential future high-density residential development would be the same as described in the adopted IS/MND.

Revised Site Development Plan

The project proposes changes in approved land uses in the commercial area (see Figure 3-1). The 4,000-square foot retail building originally proposed east of the convenience store has been eliminated. The ARCO AM/PM fueling station/convenience store would remain in the same place as under the approved site plan. The area for the approved fast-food restaurant remains available, although development is not specified on the revised site plan, and the area is no longer owned by the project applicant. As noted, a building permit for a fast-food restaurant on this area has been submitted, so this portion of the CEQA analysis has not changed. Access to the commercial project site would still be provided by one driveway each from Thornton Road and Eight Mile Road.

The car wash, which was originally proposed as an attachment to the fueling station/convenience store, would become a larger, stand-alone, drive-through facility and would be relocated to the eastern portion of the commercial development area. The car wash facility, with an approximate 4,978 square-foot footprint, would be a “tunnel” car wash, an enclosed structure with a 140-foot conveyor to move vehicles through the wash process from one end to the other; the structure would contain washing, waxing, rinsing, and drying equipment. The car wash would have a water reclamation system installed underground. Seven vacuum stations with parking spaces would be located adjacent to and southeast of the car wash facility, and four vacuum stations with parking spaces would be adjacent to and northwest of the facility. Additionally, seven vacuum stations with parking spaces would be installed north of the car wash facility near Eight Mile Road.

Access to the project site would remain as described in the adopted IS/MND – one driveway from Thornton Road and one driveway from Eight Mile Road. The Eight Mile access would be consistent with the Eight Mile Road Precise Road Plan as amended on January 23, 2018.

Table 3-1 provides a summary of permits and approvals that would be required for the project. Some of the previous approvals that applied to the original project remain valid for the revised project, such as the Eight Mile Road Precise Road Plan amendment, access restriction relinquishments along Eight Mile Road and Thornton Road, and the Use Permit for the gasoline station/convenience store.

TABLE 3-1
REQUIRED PERMITS AND APPROVALS

Agency	Permit/Approval
City of Stockton, City Council	Adoption of General Plan Amendment Adoption of change to zoning map Approval of Lot Line Adjustment
City of Stockton, Planning Commission	Recommendations to the City Council if required
City of Stockton, Community Development Department	Approval of site plan Design Review
City of Stockton, Municipal Utilities Department	Approval of construction and connection plans, project specifications
City of Stockton, Department of Public Works	Encroachment permit for construction in City roads
San Joaquin Valley Air Pollution Control District	Review and approval of fuel tanks and pumps

3.3 CHANGES TO IS/MND CHAPTER 3.0 ENVIRONMENTAL CHECKLIST FORM

Changes to the environmental setting of the project, other than those described above, or to the potential environmental effects and mitigation measures of the project, are described in detail in Chapter 4.0 of this Addendum. In summary, after detailed review, no environmental impacts related to the revised project that were not adequately addressed in the adopted IS/MND were identified, and the revised project would not cause any substantial increase in the severity of impacts described in the adopted IS/MND. However, based on project revisions and results of a noise assessment of the revised project, existing noise mitigation measures in the adopted IS/MND have been modified.

3.4 CHANGES TO IS/MND CHAPTER 4.0 SOURCES

Add the following references:

Bollard Acoustical Consultants. 2019. Environmental Noise Assessment, ARCO AM/PM Car Wash at West Eight Mile Road & Thornton Road, Stockton, California. November 7, 2019.

- California Air Resources Board (ARB). 2017. The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California’s 2030 Greenhouse Gas Target (draft). January 20, 2017.
- _____. 2018. California Greenhouse Gas Emission Inventory: 2000-2016. 2018 Edition.
- California Department of Finance. 2018. Report E-5 - Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2018, with 2010 Benchmark. Released May 1, 2018.
- California Department of Forestry and Fire Protection (Cal Fire). 2007. Draft Fire Hazard Severity Zones in LRA, San Joaquin County (map). October 2, 2007.
- California Energy Commission. 2012. 2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. May 2012.
- _____. 2018a. 2017 Integrated Energy Policy Report. CEC-100-2017-001-C. February 2018.
- _____. 2018b. Electricity Consumption by County – San Joaquin County. Available online at ecdms.energy.ca.gov/elecbycounty.aspx. Accessed July 26, 2018.
- _____. 2018c. Gas Consumption by County – San Joaquin County. Available online at ecdms.energy.ca.gov/gasbycounty.aspx. Accessed July 26, 2018.
- City of Stockton. 2014. City of Stockton Climate Action Plan. Prepared by ICF International. Adopted December 2014.
- _____. 2018. Envision Stockton 2040 General Plan Update and Utility Master Plan Supplements Draft EIR. Prepared by PlaceWorks. June 2018.
- Coffman Associates, Inc. 2009. Airport Land Use Compatibility Plan Update, San Joaquin County Aviation System, San Joaquin County, California. July 2009.
- _____. 2016. Airport Land Use Compatibility Plan Update for Stockton Metropolitan Airport. May 2016.
- KD Anderson and Associates. 2019a. Eight Mile Road & Thornton Road Convenience Center Project Revision – Traffic Analysis. March 15, 2019.
- _____. 2019b. Eight Mile Road & Thornton Road Convenience Center Project Revision – Eight Mile Road Precise Roadway Plan Amendment Traffic Analysis. March 15, 2019.
- U.S. Energy Information Administration (EIA). 2017. California State Energy Profile. Last updated October 19, 2017.

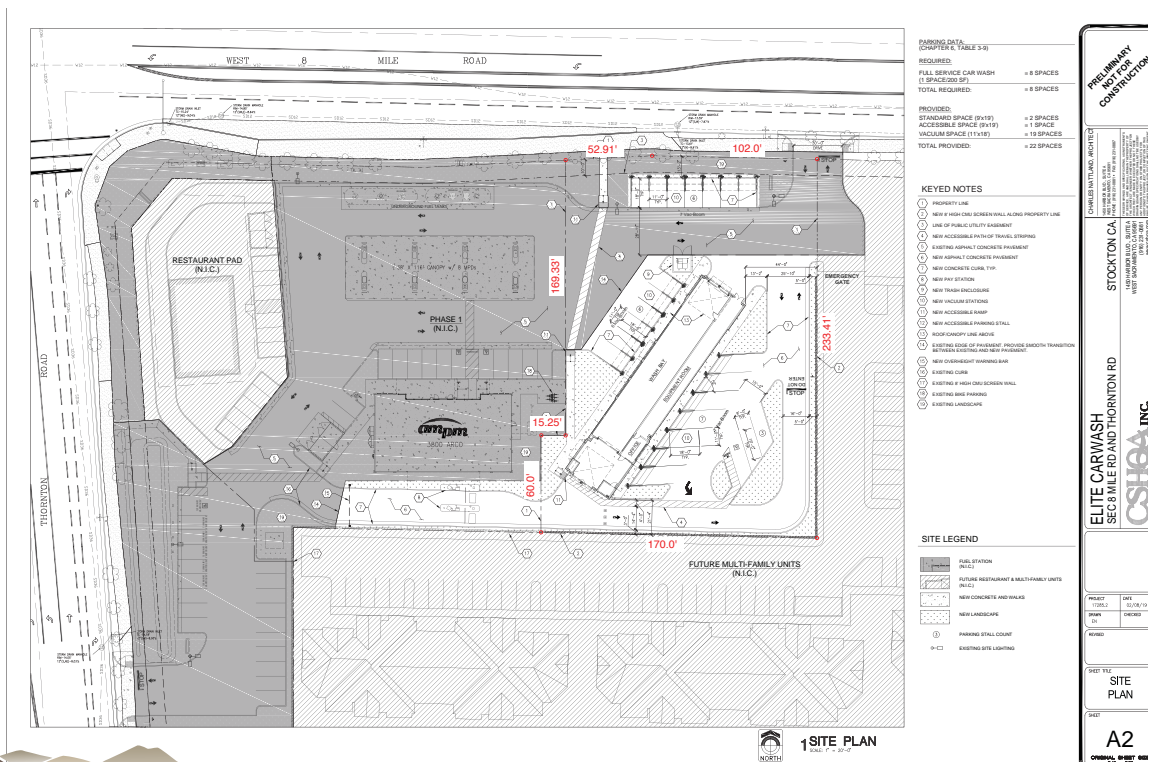
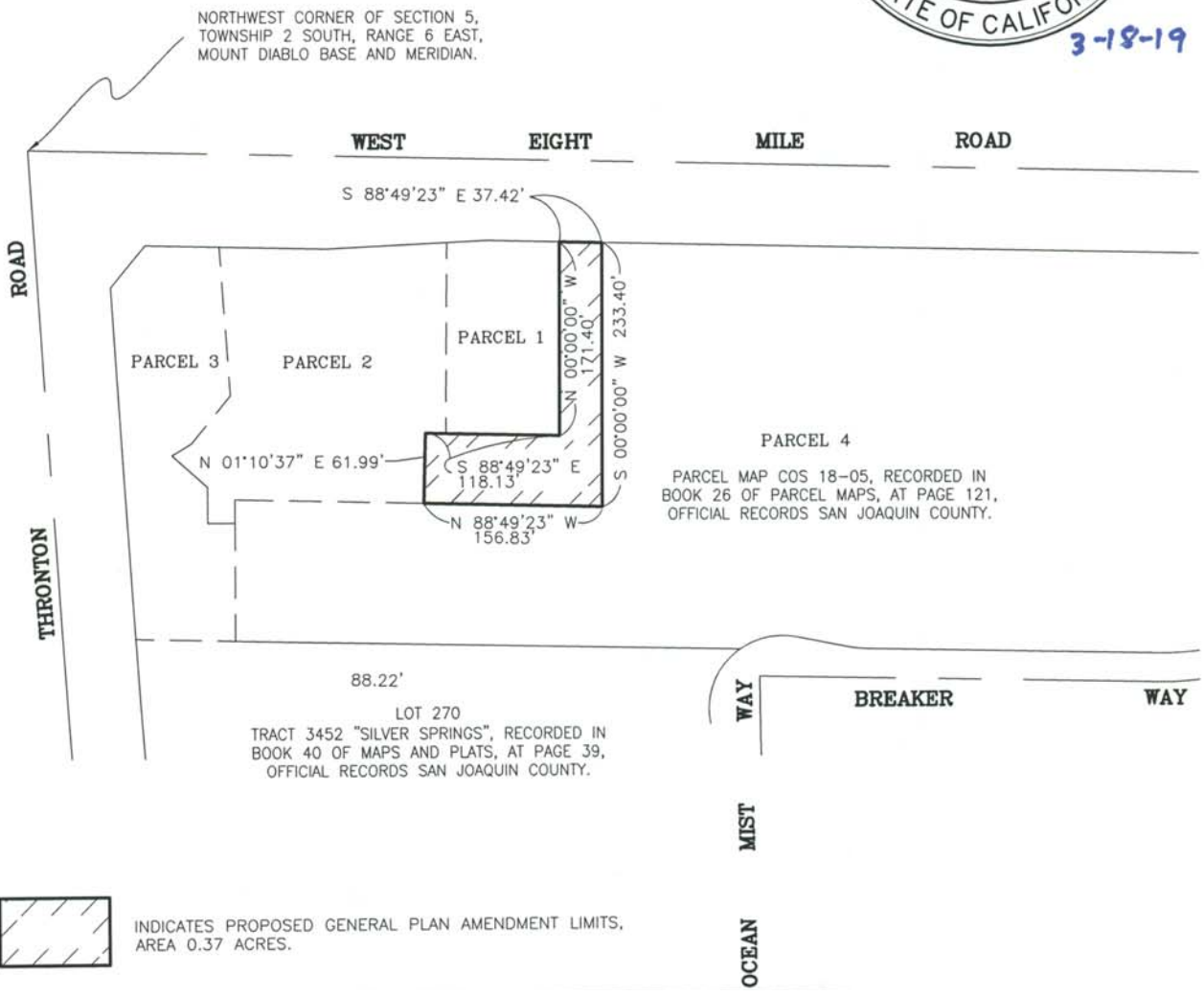
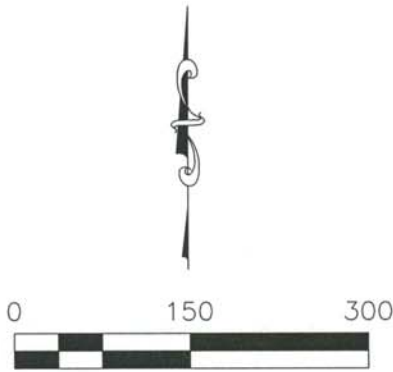


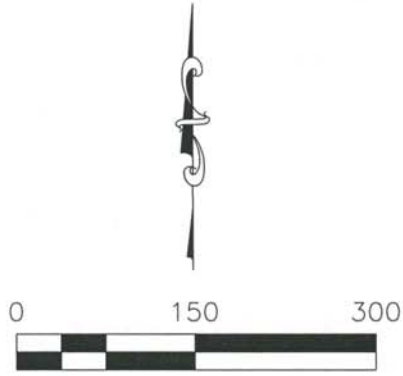
Figure 3-1
 REVISED SITE PLAN



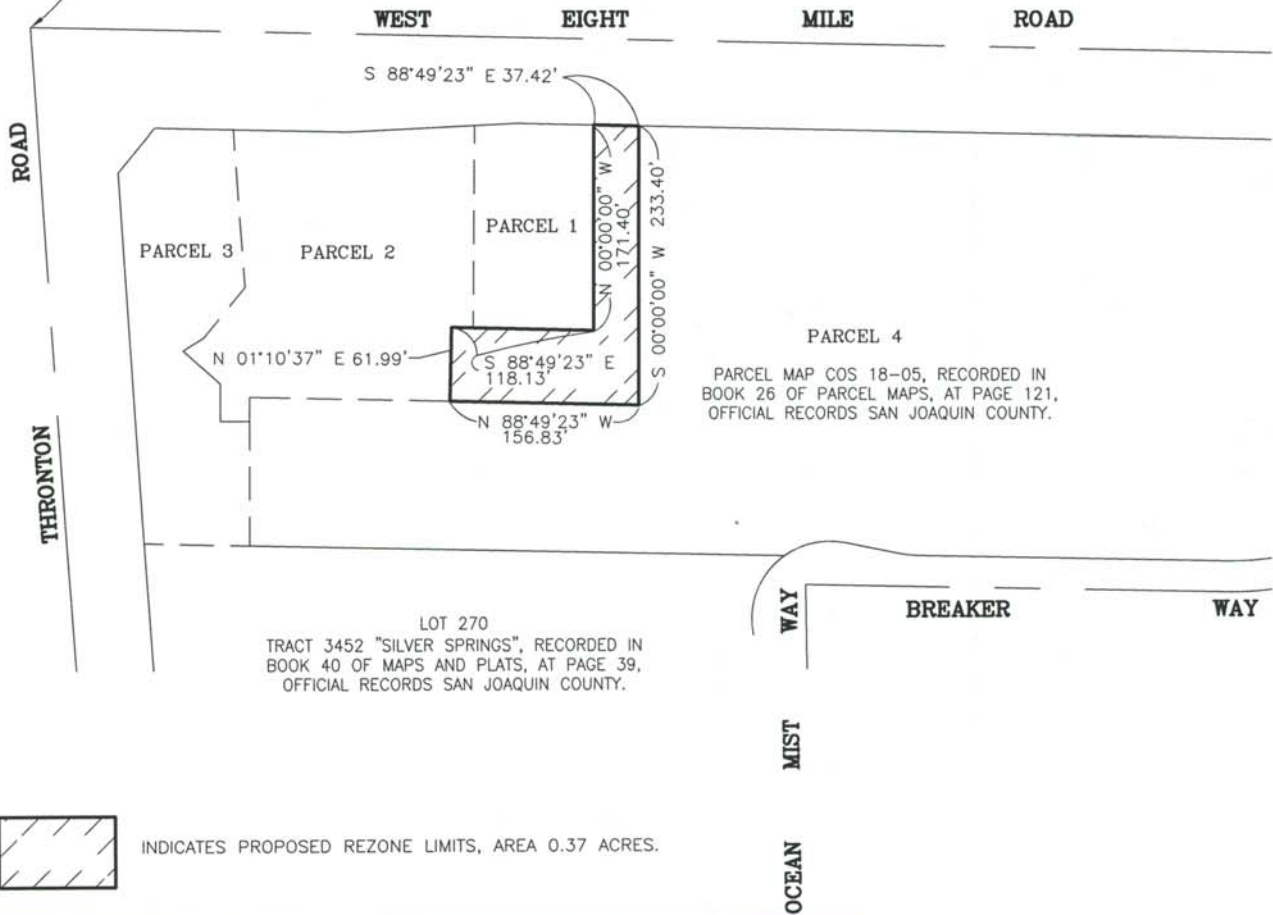
SOURCE: Dixon and Associates



Figure 3-3
PROPOSED GENERAL PLAN AMENDMENT



NORTHWEST CORNER OF SECTION 5,
TOWNSHIP 2 SOUTH, RANGE 6 EAST,
MOUNT DIABLO BASE AND MERIDIAN.



SOURCE: Dixon and Associates, Inc.



Figure 3-3
ZONING MAP AMENDMENT

4.0 POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE REVISED PROJECT

The City has considered the potential environmental effects of the revised Thornton Road/Eight Mile Road ARCO project in comparison to the effects described in the adopted IS/MND. The checklist below indicates the City's analysis and conclusions regarding the potential environmental effects of the revised project for each environmental issue required to be discussed by the latest version of the CEQA Guidelines. The significance findings are shown in the check boxes for each issue area, using the Initial Study checklist in CEQA Guidelines Appendix G. Entries in the check boxes signify the following:

NC – No changes in impact analysis as presented in adopted IS/MND. This includes impacts for which mitigation measures were prescribed if the mitigation measures remain applicable.

LS – Minor changes that would have less of an environmental impact than either analyzed in the adopted IS/MND or would have less of an environmental impact in general.

The positioning of these entries indicates the impacts of the revised project; e.g., an entry in the No Impact column indicates that the revised project would have no impact on the environmental issue analyzed. As described in this chapter, none of the impacts described in this Addendum would be new or more severe than those identified in the adopted IS/MND.

Since adoption of the project IS/MND, the checklist in CEQA Guidelines Appendix G has been revised to include two new environmental issues – Energy and Wildfire. Other environmental issues in the checklist remain the same; however, some of the questions associated with these issues have been revised or eliminated. Issues on the updated checklist are considered in this Addendum; however, no new or more severe impacts were identified as a result.

4.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				NC
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				NC
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			NC	
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?		NC		

NARRATIVE DISCUSSION

Environmental Setting

The setting for aesthetic issues is the same as that described in the adopted IS/MND. The parcel remains vacant and contains only ruderal vegetation.

Environmental Impacts and Mitigation Measures

a) Scenic Vistas.

The adopted IS/MND stated that scenic vistas impacts would be less than significant. While the revised project would increase the footprint and change its configuration, it would not substantially change the building height. The result of the revised project would be an urban commercial development of approximately the same size and design. As with the approved project, the revised project would have no impact on scenic vistas.

b) Scenic Resources.

The adopted IS/MND stated that there are no identified scenic resources or scenic routes in the project vicinity. As with the approved project, the revised project would have physical effects on the existing aesthetic environment but no impact on scenic resources.

c) Visual Character and Quality.

The adopted IS/MND concluded that visual impacts would be less than significant. This was based on the finding that commercial development would improve the aesthetics of

the vacant project site, and both commercial and future residential development would be subject to the City’s Design Review process to ensure compliance with the Citywide Design Guidelines. The revised project would have the same visual impacts as described in the adopted IS/MND. The visual impacts of the revised project would be less than significant.

d) Light and Glare.

The adopted IS/MND noted that the project would add lighting to a site that currently has none, which could negatively affect nearby residential areas as well as future residential development. Mitigation Measure AES-1 would require preparation of a photometric plan that demonstrates project lighting would be consistent with the standards under Stockton Municipal Code Section 16.32.070(A). Implementation of this mitigation measure would reduce project lighting impacts of both the approved and revised projects to a level that would be less than significant. Impacts of the revised project would therefore be unchanged.

4.2 AGRICULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				NC
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				NC
c) Result in the conversion of forest land to non-forest use?				NC
d) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				NC

NARRATIVE DISCUSSION

Environmental Setting

The setting for agricultural issues is the same as that described in the adopted IS/MND. The project site was used for agricultural production in the past but is no longer in such use. According to the State’s Farmland Mapping and Monitoring Program, lands on the project site remain designated Farmland of Local Importance; however, farmlands so designated do not meet the definition of Farmland set forth in the CEQA checklist.

Environmental Impacts and Mitigation Measures

a) Agricultural Land Conversion.

The adopted IS/MND stated that no Farmland would be converted by the project. As with the approved project, the revised project would have no impact on conversion of Farmland.

b) Zoning and Williamson Act.

The adopted IS/MND stated that the project site is not zoned for agriculture, nor is it under a Williamson Act contract. The revised project would not alter these conditions, so it would have no impact on these issues.

c) Forest Lands.

No forest lands are on the project site or in the vicinity. Neither the approved nor the revised project would have an impact on forest lands.

d) Indirect Conversion of Farmland or Forest Land.

The adopted IS/MND notes the presence of agricultural lands north of the project site, but the project would not extend infrastructure to this area. Urban development has occurred west, south, and east of the project site. The revised project would not change these conditions, so it would also have no impact regarding indirect conversion of agricultural lands.

4.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?			NC	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			NC	
c) Expose sensitive receptors to substantial pollutant concentrations?			NC	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			NC	

NARRATIVE DISCUSSION

Environmental Setting

The setting for air quality issues is the same as that described in the adopted IS/MND. The San Joaquin Valley Air Basin remains in nonattainment status for State one-hour ozone, federal eight-hour ozone, State PM₁₀, and federal and State PM_{2.5} air quality standards. SJVAPCD rules and regulations described in the adopted IS/MND, including Regulation VIII for dust emissions and rules pertaining to emissions from fueling stations, remain in force. Since adoption of the project IS/MND, the question in the Environmental Checklist in CEQA Guidelines Appendix G regarding potential violation of air quality standards by project emissions has been eliminated. Issues related to violations of air quality standards are now part of the analysis related to consistency with adopted air quality plans.

Environmental Impacts and Mitigation Measures

a) Air Quality Plan Consistency.

The SJVAPCD has adopted several air quality plans intended to bring the San Joaquin Valley Air Basin into compliance with both federal and State ambient air quality standards. These plans include the 2013 Plan for the Revoked 1-Hour Ozone Standard, the 2007 8-Hour Ozone Plan, the 2016 8-Hour Ozone Plan, the 2007 PM₁₀ Maintenance Plan, and the 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards, the latter adopted in November 2018. The SJVAPCD significance thresholds for project CEQA analysis were developed in part to determine if project emissions would comply with the objectives of the adopted air quality plans.

The changes in the proposed land uses in the commercial development area could affect the emission volumes estimated in the adopted IS/MND. To determine any effect on estimated emissions, a CalEEMod run was conducted for the commercial development area with the project revisions. The estimated emissions from the proposed car wash are a rough approximation, based on traffic counts taken at a comparable car wash in Sacramento. Although the fast-food restaurant is no longer part of the project proposed by the project applicant, potential emissions from this land use were still included in the CalEEMod run.

The detailed results of the CalEEMod run are available in Appendix B of this Addendum and are summarized in Table 4-1 below. As indicated by Table 4-1, total estimated emissions from the revised commercial project increased slightly from those for the approved project as described in the adopted IS/MND. However, none of the pollutant emissions from the revised project exceed the SJVAPCD significance thresholds.

TABLE 4-1
ESTIMATED AIR POLLUTANT EMISSIONS FROM
COMMERCIAL DEVELOPMENT, APPROVED AND REVISED PROJECTS

Pollutant	SJVAPCD Significance Threshold	Construction Emissions ¹		Operational Emissions ²	
		Approved Project	Revised Project	Approved Project	Revised Project
ROG	10	0.09	0.20	1.39	1.44
NO _x	10	0.63	1.31	7.42	8.33
CO	100	0.45	1.13	9.45	9.32
SO _x	27	<0.01	<0.01	0.02	0.03
PM ₁₀	15	0.04	0.10	1.32	1.47
PM _{2.5}	15	0.04	0.08	0.37	0.41

¹ Total unmitigated emissions.

² Tons per year (unmitigated).

Sources: California Emissions Estimator Model v. 2016.3.2; SJVAPCD 2015

Since the total number of residential units would decrease as a result of the revised project, air quality emissions from the future residential development would likewise decrease. Therefore, no estimates of emissions from future residential development under the revised project were developed. As noted in the adopted IS/MND, emissions from future residential development were presented for informational purposes only, as site plans for this potential future development have not been prepared.

The adopted IS/MND noted that the project would be subject to the SJVAPCD's Indirect Source Rule (ISR), which requires specified reductions in NO_x and particulate matter emissions. The revised project would remain subject to the ISR and would still be required to comply with other applicable SJVAPCD rules and regulations regarding construction and operational emissions. Therefore, as with the approved project, impacts of the revised project related to air quality plans would be less than significant.

b) Cumulative Emissions.

As noted in a) above, commercial operational emissions associated with the project would not exceed SJVAPCD significance thresholds. However, as discussed in the adopted IS/MND, total emissions from both commercial and future residential would contribute cumulatively to air pollutant emissions in the Stockton area.

Since adoption of the project IS/MND, the City of Stockton has adopted the Stockton General Plan 2040 and has certified the EIR for the document. The Stockton General Plan 2040 EIR evaluated potential impacts of proposed development in the General Plan area on air quality, and it concluded that impacts would be significant and unavoidable, as did the Stockton General Plan 2035 EIR cited in the adopted IS/MND. A Statement of Overriding Considerations for this issue was adopted in conjunction with City adoption² of the General Plan 2040 and certification of the EIR. This Statement of Overriding Considerations remains operative. As with the approved project, the revised project would not change this conclusion, and it would comply with applicable rules and regulations to reduce air pollutant emissions to the extent feasible. As a result, and pursuant to CEQA

Guidelines Section 15152(d), this environmental impact does not require additional consideration under CEQA, and revised project impacts are considered less than significant.

c) Exposure of Sensitive Receptors.

As indicated in Table 4-1 above, revised commercial project emissions would not change significantly from estimated emissions in the adopted IS/MND, and none of the revised project emissions would exceed SJVAPCD significance thresholds. As noted in the adopted IS/MND, existing or planned residences would not be significantly exposed to pollutants from project commercial operations.

As described in the adopted IS/MND, fueling station operations would involve the dispensing of gasoline, which can emit vapors that are considered toxic. Compliance with SJVAPCD Rules 4621 and 4622 would reduce the potential exposure of people using fuel pumps to potentially toxic emissions, thereby reducing potential impacts to a level that would be less than significant. Also, impacts on potential exposure to CO were analyzed and were considered less than significant. The revised project would not alter the conditions under which the analysis was conducted, so its impact on sensitive receptors would be less than significant.

d) Other Emissions.

The adopted IS/MND identified potential odor impacts from fueling station and fast-food operations, but these odors would be localized and would not affect nearby land uses. As with the approved project, the revised project would have impacts that would be less than significant.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		NC		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				NC
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh,				NC

vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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

	NC		
			NC
	NC		

NARRATIVE DISCUSSION

Environmental Setting

The adopted IS/MND based its analysis of biological resource impacts on a Biological Evaluation of the project site by Bole and Associates (2016). The project site was inspected by BaseCamp Environmental staff during the preparation of this Addendum. Biological conditions on the project site have not changed from those described in the Biological Evaluation, which was the basis of the IS/MND impact analysis.

Environmental Impacts and Mitigation Measures

a) Effects on Special-Status Species.

The adopted IS/MND stated that special-status plant and wildlife species that could potentially occur in the vicinity were unlikely to occur on the project site. However, the project site was identified as providing marginal nesting habitat for western burrowing owl and potential foraging habitat for Swainson’s hawk. The adopted Mitigation Measure BIO-1 would require a pre-construction survey for the presence of bird species or their nests. The adopted Mitigation Measure BIO-2 would require project participation in the SJMSCP, a habitat conservation that covers Swainson’s hawk and burrowing owl. Implementation of these mitigation measures would reduce potential impacts on special-status species to a level that would be less than significant.

The proposed project would involve approximately 0.37 acres more land disturbance than the approved project, which would increase the area of impact. However, mitigation requirements would increase in scale with the increased size of the site. Therefore, impacts of the revised project related to special-status wildlife species likewise would be less than significant with implementation of the adopted mitigation measures.

b) Riparian and Other Sensitive Habitats.

There is no riparian habitat on the project site, and no other sensitive habitats were identified in the adopted IS/MND. Likewise, the enlarged site contains no sensitive habitats. The revised project would have no impact on riparian or other sensitive habitats.

c) Wetlands and Waters of the U.S.

No wetlands or other Waters of the U.S. were identified on the project site. Similarly, the enlarged commercial site contains no wetlands or Waters of the U.S.; therefore, the revised project would have no impact on wetlands or Waters of the U.S.

d) Fish and Wildlife Movement.

The adopted IS/MND noted that the presence of extensive agricultural lands and foraging habitat to the north of Eight Mile Road may attract migratory birds to the project site. Implementation of Mitigation Measure BIO-1 would reduce impacts on migratory birds and their nests, if any are found, to a level that would be less than significant. Impacts of the revised project related to special-status wildlife species likewise would be less than significant with implementation of the mitigation measure.

e) Local Biological Requirements.

The adopted IS/MND stated that no local biological requirements were applicable to the project. As with the approved project, the revised project would have no impact related to local policies or ordinances protecting biological resources.

f) Conflict with Habitat Conservation Plans.

The project site is classified as Agricultural Habitat Open Space under the SJMSCP. Mitigation Measure BIO-2 would require the project to comply with the SJMSCP, to pay any required SJMSCP fees, and to implement applicable ITMMs if covered species are found on the site. Impacts of the revised project would likewise be less than significant with implementation of the mitigation measure.

4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?		NC		
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?		NC		
c) Disturb any human remains, including those interred outside of formal cemeteries?			NC	

NARRATIVE DISCUSSION

Environmental Setting

The adopted IS/MND based its analysis of cultural resource impacts on an archaeological survey of the project site by Genesis Society in 2016; the survey of the site extended to the entire 10 acres owned by the project applicant at the time, including the proposed commercial site expansion. Conditions on the project site have not changed from those described in the archaeological survey, which was used in the preparation of the environmental setting for cultural resources.

Prior to adoption of the project IS/MND, the State Legislature enacted AB 52, which modified CEQA procedures regarding consultation with Native American tribes on cultural resource issues. Section 4.18, Tribal Cultural Resources, discusses AB 52 in more detail.

Environmental Impacts and Mitigation Measures

a, b) Historical and Archaeological Resources.

The archaeological survey did not identify any historical or archaeological resources on the project site, but a potentially significant impact could occur if previously unknown subsurface resources are uncovered during project work. Mitigation Measure CULT-1 of the adopted IS/MND would require work to be stopped when cultural resources are uncovered until these resources can be evaluated by a qualified archaeologist and recommendations made for their disposition. This mitigation would reduce impacts on such resources to a level that would be less than significant. Impacts of the revised project related to archaeological resources likewise would be less than significant with implementation of the adopted mitigation measure.

c) Human Burials.

The adopted IS/MND stated that a potentially significant impact could occur if previously unknown burials are uncovered during project work. Compliance with the provisions of CEQA Guidelines Section 15064.5(e) and Mitigation Measure CULT-1 of the adopted IS/MND would ensure that impacts related to human burials would be less than significant. Impacts of the revised project related to human remains likewise would be less than significant.

4.6 ENERGY

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

NARRATIVE DISCUSSION

Environmental Setting

Since adoption of the project IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G has been revised to include a section addressing the potential impacts of a project on energy consumption and conservation. According to the latest information from the U.S. Energy Information Administration (EIA), 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% (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). Natural gas is another major energy source. In 2016, natural gas consumption in California totaled approximately 12,750 million therms (CEC 2018a).

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. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen, which became mandatory in 2011. Both Title 24 and CALGreen are implemented by the City of Stockton in conjunction with its processing of building permits.

CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, interior environmental quality, and energy efficiency. California has adopted a Renewables Portfolio Standard, which requires electricity retailers in the state to generate 33% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2020. In 2018, SB 100 was signed into law, which increases the electricity generation requirement

from renewable sources to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

Environmental Impacts and Mitigation Measures

a) Project Energy Consumption.

The adopted IS/MND does not explicitly address project energy consumption. As with air pollutant emissions, the main sources of energy consumption would be construction activities and project operations.

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

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, as it would generate fewer air pollutant and GHG emissions. This electrical consumption would be consistent with construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient or unnecessary, especially since fossil fuel consumption would be reduced. Moreover, under California's Renewables Portfolio Standard, a greater share of electricity would be provided from renewable energy sources over time, so less fossil fuel consumption to generate electricity would occur.

The project would be required to comply with CALGreen and with the building energy efficiency standards of California Code of Regulations Title 24, Part 6 in effect at the time of project approval. Compliance with these standards would reduce energy consumption associated with project operations, although reductions from compliance cannot be readily quantified.

Overall, project construction and operations would not consume energy resources in a manner considered wasteful, inefficient, or unnecessary. Project impacts related to energy consumption are considered less than significant.

b) Consistency with Energy Plans.

In addition to reducing energy consumption, the proposed sustainability components would be consistent with state and local energy efficiency plans. All components would be consistent with the energy efficiency goals of CALGreen and Title 24, as well as the energy efficiency objectives of the City's Climate Action Plan (see Section 4.8, Greenhouse Gas Emissions). The project would be consistent with applicable state and local plans to increase energy efficiency. Project impacts would be less than significant.

4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				NC
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)				NC
ii) Strong seismic ground shaking?			NC	
iii) Seismic-related ground failure, including liquefaction?			NC	
iv) Landslides?				NC
b) Result in substantial soil erosion or the loss of topsoil?		NC		
c) Be located on 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?				NC
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		NC		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				NC
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		NC		

NARRATIVE DISCUSSION

Environmental Setting

The setting for geology and soils issues is the same as that described in the adopted IS/MND. Native soil on the project site is classified as Rioblancho clay loam. There are no active or potentially active faults located in the project vicinity, but the area is subject to seismic shaking from fault features located east and west of Stockton.

Since adoption of the IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G has been changed regarding paleontological resources. The question regarding

potential impacts on paleontological resources was moved from the Cultural Resources section to this section.

Environmental Impacts and Mitigation Measures

a-i) Fault Rupture Hazards.

The adopted IS/MND stated that no active or potentially active faults pass through the project site; therefore, the project would have no impact related to fault rupture. As with the approved project, the revised project would have no impact related to fault rupture.

a-ii) Seismic Ground Shaking.

The adopted IS/MND stated that the project site is subject to seismic shaking, but compliance with the adopted Uniform Building Code would minimize damage to levels that would be less than significant. The revised project would be subject to the same hazards; however, as with the approved project, impacts of the revised project related to seismic ground shaking would be less than significant.

a-iii) Seismic-Related Ground Failure.

The adopted IS/MND stated that, based on soil composition and depth to groundwater table, the project site would not be subject to liquefaction hazards; the same would be true of the revised project. As noted above, compliance with the Uniform Building Code would reduce potential seismic impacts to a level that would be less than significant. As with the approved project, impacts of the revised project related to seismic ground shaking would be less than significant.

a-iv) Landslides.

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

b) Soil Erosion.

The adopted IS/MND noted that the Rioblancho clay loam has a low potential for water erosion. Construction activities associated with either the approved project or the revised project could loosen soils and make them more susceptible to erosion, but compliance with SJVAPCD Regulation VIII plus provisions of the Construction General Permit, along with implementation of adopted Mitigation Measure GEO-1, would reduce soil erosion impacts to a level that would be less than significant. Impacts of the revised project related to soil erosion likewise would be less than significant with implementation of the mitigation measure and compliance with applicable regulations and permits.

c) Geologic Instability.

The adopted IS/MND stated that the project site does not have unstable soils and would have no impact with appropriate engineering design. As with the approved project, the slightly enlarged site of the revised project would have no impact related to geologic instability.

d) Expansive Soils.

The adopted IS/MND noted that the shrink-swell potential on the project site ranges from low to moderate, which would also be true of the enlarged project site. Adopted Mitigation Measures GEO-2 and GEO-3 would reduce potential expansive soil impacts to a level that is less than significant. Impacts of the revised project related to expansive soils likewise would be less than significant with implementation of the adopted mitigation measures.

e) Adequacy of Soils for Sewage Disposal.

Both the approved and revised versions of the project would connect to the City’s wastewater system and therefore would not require a sewage disposal system. As with the approved project, the revised project would have no impact related to soil adequacy for sewage disposal.

f) Paleontological Resources.

The adopted IS/MND noted that the geological formation underlying the project site has been a source of paleontological resources, although the site itself is unlikely to contain such resources. Adopted Mitigation Measure CULT-1 would require work to be stopped when paleontological resources are uncovered until these resources can be evaluated by a qualified paleontologist and recommendations made for their disposition. This mitigation would reduce impacts on such resources to a level that would be less than significant. Impacts of the revised project related to archaeological resources likewise would be less than significant with implementation of the mitigation measure.

4.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			NC	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			NC	

NARRATIVE DISCUSSION

Environmental Setting

The revised project’s setting for greenhouse gas emissions is like that described in the adopted IS/MND. Since adoption of the project IS/MND, the State has adopted an updated Scoping Plan that sets forth strategies for achieving the SB 32 target of a GHG emissions

level of 40% below the 1990 level by 2030. The updated Scoping Plan continues many of the programs that were part of the previous Scoping Plan, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017). Additionally, the State Legislature extended the cap-and-trade program to the year 2030.

Environmental Impacts and Mitigation Measures

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

Based on the CalEEMod run conducted for the revised project (see Section 4.3, Air Quality), unmitigated GHG construction emissions would be 77.55 metric tons carbon dioxide equivalent (CO₂e), and annual unmitigated GHG operational emissions would be 2,361.12 metric tons CO₂e. By comparison, the commercial development as described in the adopted IS/MND would generate 64.61 metric tons CO₂e of unmitigated construction GHG emissions and 2,290.58 metric tons CO₂e annually of unmitigated operational GHG emissions. Thus, the revised project would lead to a relatively small increase in construction and operational GHG emissions over the emissions in the adopted IS/MND.

When project features and compliance with regulations, described in the adopted IS/MND, are incorporated in the emission estimate for the revised project, the total annual operational GHG emissions from the commercial development would be 2,152.91 metric tons CO₂e – an 8.82 percent decrease from unmitigated operational emissions. Under the Stockton CAP, a project that demonstrates at least a 4% reduction in GHG emissions from “business-as-usual” (i.e., unmitigated) levels would be considered consistent with the GHG reduction objectives of the CAP. Therefore, the revised commercial development mitigated GHG emissions would be consistent with the Stockton CAP.

The revised project would reduce the amount of maximum future residential development, so GHG emissions likewise would be reduced. The impacts of the revised project on GHG emissions and reduction plans would be less than significant – the same conclusion reached in the adopted IS/MND.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			NC	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			NC	

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

			NC
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d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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

			NC
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f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

		NC	
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g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

		NC	
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NARRATIVE DISCUSSION

Environmental Setting

The setting for hazards and hazardous materials issues is the same as that described in the adopted IS/MND. Data searches on the GeoTracker and EnviroStor databases, as well as a Phase I Environmental Site Assessment by Bole and Associates, found no record of hazardous material sites on or near the project site.

Since adoption of the project IS/MND, the San Joaquin Council of Governments (SJCOG) adopted an updated Airport Land Use Compatibility Plan for the Stockton Metropolitan Airport (Coffman Associates 2016). Among other matters, the updated plan establishes safety zones within the Airport Influence Area that indicate compatible land uses with airport operations. Areas outside the Airport Influence Area are not affected. The project site is outside the Airport Influence Area established for the Stockton Metropolitan Airport; therefore, impacts potentially related to the Stockton Metropolitan Airport are not discussed further.

Also, since adoption of the project IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G has been revised to include a section addressing the potential impacts of a project as they relate to wildfires. Section 4.20, Wildfire, has the new questions in the Environmental Checklist. In addition, the Environmental Checklist no longer has a question regarding potential hazards associated with the location of a project near a private airstrip.

Environmental Impacts and Mitigation Measures

a, b) Hazardous Materials Transportation, Use and Storage.

The adopted IS/MND noted that hazardous materials would be transported, used, and stored by the fueling station, mainly fuels that would be stored in underground storage tanks. Compliance with State and local regulations related to the transport and storage of hazardous materials, including preparation of a Hazardous Materials Business Plan, would reduce potential risks associated with hazardous materials to a level that would be less than significant. As with the approved project, impacts of the revised project related to hazardous material transportation, use, storage, or release would be less than significant.

c) Release of Hazardous Materials near Schools.

There are no existing or proposed schools within one-quarter mile of the project site. As with the approved project, the revised project would have no impact related to hazardous material releases near schools.

d) Hazardous Materials Sites.

The adopted IS/MND indicates that no contaminated sites are located on the project site or the vicinity, based on results of a Phase I Environmental Site Assessment plus database searches. As with the approved project, the revised project would have no impact related to hazardous material sites.

e) Public Airports.

The adopted IS/MND states that the nearest public use airport is Kingdon Airpark, which is more than two miles to the north. An Airport Land Use Compatibility Plan for public use airports in San Joaquin County, other than Stockton Metropolitan Airport, indicates that the project site is not within the Airport Influence Area of Kingdon Airport (Coffman Associates 2009). As with the approved project, the revised project would have no impact related to public airports.

f) Emergency Response and Evacuations.

The adopted IS/MND noted that project construction would occur on private land away from the public road system and is therefore not expected to substantially obstruct emergency vehicles or any evacuation activities that may occur in the area. Project operations likewise would not obstruct any roadways. As with the approved project, impacts of the revised project related to emergency response or evacuations would be less than significant.

g) Wildland Fire Hazards.

The adopted IS/MND noted that the project site is in a predominantly agricultural and developed area, and therefore is not susceptible to any substantial wildland fire hazards. Additionally, the project would reduce the existing fire hazard on the parcel by replacing the existing grasses and weeds with a paved and developed area. As with the approved

project, impacts of the revised project related to wildland fire hazards would be less than significant. Refer to Section 4.20, Wildfire, for additional discussion.

4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		NC		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			NC	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river runoff or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?			NC	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			NC	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			NC	
iv) Impede or redirect flood flows?			NC	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			NC	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			LS	

NARRATIVE DISCUSSION

Environmental Setting

The setting for hydrology and water quality issues is the same as that described in the adopted IS/MND. Surface water quality in the Stockton area is regulated by the City’s Storm Water Management Plan and Storm Water Quality Control Criteria Plan, both prepared to ensure compliance with its NPDES permit.

SB 5, a state bill, requires future development to consider the 200-year flood event within certain Central Valley geographies, which include the project site. At the time the project IS/MND was adopted, the 200-year floodplains were not identified. Since then, the California Department of Water Resources has released maps indicating areas subject to 200-year flooding in the Stockton area. The project site is not subject to a potential 200-year flood of three feet or greater, which is a concern of SB 5 (City of Stockton 2018).

Since adoption of the project IS/MND, the Sustainable Groundwater Management Act has taken full effect. This legislation requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based Groundwater Sustainability Plans. Plans for “critically overdrafted” basins must be completed and adopted by GSAs by January 31, 2020, while plans for high- and medium-priority basins have an adoption deadline of January 31, 2022. The project site is within the boundaries of the Eastern San Joaquin Subbasin, which is classified as critically overdrafted. In addition, a question has been added to the Environmental Checklist regarding potential conflicts with an adopted water quality plan or sustainable groundwater management plan.

Also, since adoption of the project IS/MND, hydrology questions in the Environmental Checklist in CEQA Guidelines Appendix G have been revised. However, the revised questions generally cover the same subject matter as the checklist used for the adopted IS/MND.

Environmental Impacts and Mitigation Measures

a) Surface Waters and Quality.

The adopted IS/MND stated that construction work could have an impact on surface water quality due to exposure of soils to potential erosion. Both the approved and revised project sites are subject to the City of Stockton’s NPDES permit, and therefore subject to the City’s SWMP and SWQCCP. Mitigation Measures HYDRO-1 through HYDRO-3 would require compliance with the City’s water quality program, which would reduce the amount of sedimentation to enter storm drainage or other surface waters. Impacts of the revised project related to surface waters and their quality likewise would be less than significant with implementation of the mitigation measures.

b) Groundwater Supplies.

The revised project would connect to the City’s water service, which in part uses groundwater. The adopted IS/MND discussed this issue and concluded that adequate water supply exists to accommodate the potential demand without additional water supplies being necessary. The project would reduce potential recharge area with development, but the project was not expected to interfere substantially with groundwater recharge such that there would be effects on aquifer volume or the groundwater table. The revised project would contribute to these effects incrementally; as with the approved project, impacts of the revised project related to groundwater would be less than significant.

c-i, ii, iii) Drainage Patterns and Runoff.

The adopted IS/MND acknowledged changes in drainage patterns and runoff volume on the project site with the project. On-site drainage will collect all runoff generated on the project site and deliver it to the City’s drainage system in accordance with City standards and specifications. The revised project would not alter these conditions, so impacts related to drainage patterns and runoff likewise would be less than significant.

c-iv) Flooding Hazards.

The adopted IS/MND noted that the project site would not be within a 100-year floodplain or exposed to a 200-year flood that is three feet in depth or greater. The revised project would be subject to the same conditions, so it likewise would have no impact related to flooding.

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

As noted, the project site is not in a flood zone or in an area that would experience tsunami or seiche hazards; the revised project would be subject to the same conditions. As with the approved project, the revised project would have no impact related to flood, tsunami, or seiche hazards.

e) Conflicts with Water Quality or Groundwater Management Plans.

As discussed in a) above, the revised project would be required to be consistent with the City’s water quality plans. At this time, no sustainable groundwater management plans have been adopted for the Eastern San Joaquin Subbasin; however, as noted in b) above, the project would have no significant impact on groundwater. Project impacts on water quality and sustainable groundwater plans would be less than significant.

4.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				NC
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			LS	

NARRATIVE DISCUSSION

Environmental Setting

The setting for land use issues related to the revised project is like that described in the adopted IS/MND. Since adoption of the project IS/MND, as noted in Section 3.1 of this Addendum, the General Plan designation of the commercial portion of the project site has been changed from High Density Residential to Commercial, and the zoning has been changed from RH (Residential, High Density) to CG (Commercial, General). The physical landscape on the project site and vicinity has not changed. Also, since adoption of the project IS/MND, a question in the Land Use and Planning section of the Environmental Checklist in CEQA Guidelines Appendix G related to habitat conservation plans has been deleted.

Environmental Impacts and Mitigation Measures

a) Division of Established Community.

The project would be built on a vacant site. It would not divide existing or planned residential communities in the area but would rather provide commercial services in support of both. The project would be completed at the existing site. As with the approved project, the revised project would have no impact related to a division of an established community.

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

The adopted IS/MND noted that the proposed commercial development would not be consistent with then-existing General Plan designations and zoning. As noted, these land use designations have been changed, so the approved commercial development would be consistent.

Proposed development under the revised project would occur on a slightly larger area than originally proposed. The 0.37 acres that is proposed for addition to the commercial development is currently designated High Density Residential, which is not consistent with the proposed development. Also, the proposed revised commercial development area would not be consistent with the existing parcel boundaries on the recorded Parcel Map. The project proposes a Lot Line Adjustment to move the parcel line to accommodate the drive-through car wash, a General Plan amendment from High Density Residential to Commercial, and a zoning map amendment from RH to CG to ensure the revised commercial development would be consistent with the City's General Plan designation and zoning.

The residential development was determined consistent with the existing General Plan designation and zoning at the time the project IS/MND was adopted. These designations remain consistent with the future residential development.

The adopted IS/MND analyzed the potential environmental effects of the project, and it identified mitigation measures to avoid or minimize any potentially significant environmental effects that are identified with the proposed development. With the

identified mitigation, the approved project would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. As with the approved project, impacts of the revised project related to land use plans, policies, or regulations would be less than significant.

4.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				NC
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				NC

NARRATIVE DISCUSSION

Environmental Setting

The setting for mineral resource issues is the same as that described in the adopted IS/MND. There are no known mineral resources associated with the project site.

Environmental Impacts and Mitigation Measures

a, b) Availability of Mineral Resources.

The project site is in an area that has no identified mineral resource significance. The revised project would not alter this condition; therefore, the revised project would have no impact on mineral resources.

4.13 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			LS	
b) Generation of excessive groundborne vibration or groundborne noise levels?			NC	

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

		NC	
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NARRATIVE DISCUSSION

Environmental Setting

The setting for noise issues is the same as that described in the adopted IS/MND. An Environmental Noise Assessment for the revised project was prepared by Bollard Acoustical Consultants. The assessment is available in Appendix C of this Addendum. Since adoption of the project IS/MND, noise questions in the Environmental Checklist in CEQA Guidelines Appendix G have been revised. However, the revised questions generally cover the same subject matter as the checklist used for the adopted IS/MND.

Environmental Impacts and Mitigation Measures

a) Generation of Noise Exceeding Local Standards.

For both the approved and revised projects, the two potentially significant noise sources associated with the project would be the car wash and vacuum station. The noise assessment for the revised project noted that the nearest currently occupied noise-sensitive land uses to the project site are single-family residences to the west and to the southeast. Land to the immediate south and east of the project site is currently undeveloped; however, it is zoned for multi-family residential development.

Pursuant to Stockton Municipal Code Section 16.60.040, the City’s maximum allowable noise standards shall be applied at the property line of the receiving land use. For this project, the receiving land use would be the future multifamily residential development adjacent to and east of the project; therefore, noise levels were estimated at the property line between the commercial development and the future multifamily development area.

The noise environment in the vicinity of the nearest noise-sensitive receivers is defined primarily by traffic noise from the local roadways. To generally quantify background noise levels at the nearest noise-sensitive locations, measurements of existing ambient noise were taken over four days at two locations near the project site, which are identified on Figure 1 of the noise assessment. The results indicated that noise levels ranged from 60 to 64 dB L_{dn}, which are in close agreement with the daytime and nighttime exterior noise level standards for residential uses set by the City. As a result, compliance with the City noise standards will ensure that the project does not result in a significant noise level increase in the community.

Noise levels generated by car wash facilities are primarily due to the drying portion of the operation. As noted in the noise assessment, the dryers are anticipated to operate in excess of 45 minutes during that hour. Based on manufacturers’ information, the noise assessment estimated car wash noise levels at three locations, also identified on Figure 1 of the noise

assessment. The estimated noise levels accounted for an existing 7-foot-high wall along the residential area to the west and the proposed 8-foot-high wall along the southern and eastern boundaries of the project site. The proposed 8-foot-high wall would extend into the multifamily area along one side of the drive aisle from Eight Mile Road to the commercial development, and a portion of this wall would be constructed on the opposite side of the shared driveway from the project site. The results indicate that predicted car wash noise levels would be 38 dB L_{eq}/L_{max} at the nearest existing single-family residential property lines and 49-54 dB L_{eq}/L_{max} at the future multifamily residential property line. Both estimates would be below the City's exterior noise level standards for residential uses and below measured existing ambient noise levels. In addition, the project applicant states that the car wash would operate from 7:00 AM to 9:00 PM, so no noise from the car wash would occur at night. Adopted Mitigation Measure NOISE-3 would be revised to limit car wash operations to these hours.

The project applicant proposes the installation of an 18-stall central vacuum piping system distributed into three areas on the project site. The primary noise-generating aspects of such systems are use of the suction nozzles located at each of the stalls. Based on available data, vacuum noise exposure at the nearest noise-sensitive locations was calculated, taking into consideration the same conditions applicable to the car wash. The results indicate that predicted vacuum noise levels would be 39-40 dB L_{eq}/L_{max} at the nearest existing single-family residential property lines and 52-54 dB L_{eq}/L_{max} at the common outdoor activity area. Both estimates would be below the City's exterior noise level standards for residential uses and below measured existing ambient noise levels.

The noise assessment concluded that noise levels generated by the proposed project would satisfy the applicable City of Stockton noise level criteria at the nearest noise-sensitive locations.

The adopted IS/MND notes that temporary noise impacts would occur with project construction. Compliance with operational hours set by the Stockton Municipal Code plus implementation of Mitigation Measure NOISE-4 of the adopted IS/MND would minimize construction noise, which would reduce potential impacts to a level that would be less than significant. Impacts of the revised project related to construction noise levels likewise would be less than significant with implementation of adopted Mitigation Measure NOISE-4 plus City code compliance.

As indicated on Figure 3-1, the project would share a driveway off Eight Mile Road with the future multifamily residential development. This shared driveway is necessary to provide emergency vehicle access to the future residential development. The emergency access gate next to the shared driveway would create an opening in the barrier along the eastern property line of the project site, leading to an "acoustic leak." To minimize the amount of noise that would come through this gate, the noise assessment recommends gate construction requirements to reduce noise. Mitigation Measure NOISE-1 is revised to incorporate these requirements.

Revised Mitigation Measures

NOISE-1: A concrete masonry unit wall eight (8) feet in height shall be constructed along the southern and eastern property lines of the commercial development as shown in Figure 2 of the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on November 7, 2019 (in Appendix C of this IS/MND). This includes wall construction around the proposed emergency access gate to the future multifamily residential development. To the extent feasible, the gate should have no visible gaps. As an example, a typical wrought iron fence would not be acceptable. To the extent feasible, the gap along the bottom of the gate should be minimized. The gate should be constructed of a solid material and meet one of the two following requirements:

- Minimum density of 4 pounds per square foot
- Minimum STC rating of 25

NOISE-2: The car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 15 dB noise reduction. Alternatively, the car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 10 dB noise reduction, and car wash dryers shall be selected that are 5 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on November 7, 2019.

NOISE-3: Vacuum usage shall be limited to daytime hours (7:00 a.m. to 9:00 p.m.). Alternatively, a vacuum system shall be procured that is 10 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on November 7, 2019.

b) Exposure to Groundborne Vibrations.

The adopted IS/MND indicated that the project would have no impact related to groundborne vibrations. The revised project would not alter this condition, so it would have no impact on groundborne vibrations.

c) Public Airport and Private Airstrip Noise.

According to the noise contours in the Airport Land Use Compatibility Plan for the San Joaquin County airport system, the project site is outside both existing and the projected (2028) 55-dBA CNEL noise contour of Kingdon Airpark, the closest public use airport to the project site (Coffman Associates 2009). The revised project would not alter this condition, so it would have no impact related to noise from airport operations.

The adopted IS/MND noted that there are no private airstrips within two miles of the project site. As with the approved project, the revised project would have no impact related to noise from private airstrips.

4.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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)?			NC	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				NC

NARRATIVE DISCUSSION

Environmental Setting

The setting for population and housing issues is the same as that described in the adopted IS/MND. As of January 1, 2018, the population of Stockton was estimated at 315,103, and the estimated number of housing units was 100,593 (California Department of Finance 2018).

Environmental Impacts and Mitigation Measures

a) Population Growth Inducement.

The adopted IS/MND stated that future residential development of the project site would have a direct effect on population, while proposed commercial development may have a limited indirect effect. The proposed expansion of the commercial development would minimally reduce the population impacts described in the adopted IS/MND. As with the approved project, impacts of the revised project related to population growth would be less than significant.

b) Displacement of Housing or People.

The project site is vacant; therefore, the project would have no impact on displacement of housing or people. The revised project would not alter this condition, so it would have no impact on displacement of housing or people.

4.15 PUBLIC SERVICES

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Potentially Significant Impact Less Than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

i) Fire protection?

ii) Police protection?

iii) Schools?

iv) Parks?

v) Other public facilities?

		NC	
	NC		
		NC	
		NC	
		NC	

NARRATIVE DISCUSSION

Environmental Setting

The setting for public service issues is the same as that described in the adopted IS/MND. Fire protection services are currently provided by the Stockton Fire Department. Law enforcement services for the project site are currently provided by the Stockton Police Department. The project site is within the boundaries of the Lodi Unified School District. Parks and recreation services are provided by the City and the County in their respective jurisdictions.

Environmental Impacts and Mitigation Measures

a-i) Fire Protection Services.

The adopted IS/MND states that the project would generate a demand for fire protection services, but it can be served by the Stockton Fire Department without new or expanded fire protection facilities. Future development would be required to pay Public Facility Fees to the City for future construction of Fire Department facilities. As with the approved project, impacts of the revised project related to fire protection services would be less than significant.

a-ii) Police Protection Services.

The adopted IS/MND states that the project would generate a demand for police protection services, but it can be served by the Stockton Police Department without new or expanded fire protection facilities. Future development would be required to pay Public Facility Fees to the City for future construction of Police Department facilities. Potential crime

opportunities at the project site would be addressed with adopted Mitigation Measure SERV-1, which would reduce potential impacts to a level that would be less than significant. As with the approved project, impacts of the revised project related to police protection services would be less than significant with implementation of the mitigation measure.

a-iii) Schools.

The adopted IS/MND states that the proposed residential development would generate a demand for school services. Future development, both residential and commercial, would be required to pay impact fees to the Lodi Unified School District for future construction of school facilities. Under the provisions of SB 50, payment of development fees is considered full and complete mitigation for the purposes of CEQA. As with the approved project, impacts of the revised project related to school services would be less than significant with payment of impact fees.

a-iv, v) Parks and Other Public Facilities.

The adopted IS/MND states that future residential development would generate a demand for parks and other public facilities, but it can be served without new or expanded fire protection facilities. Proposed commercial development would not generate such demand. As with the approved project, impacts of the revised project related to parks and other public facilities would be less than significant.

4.16 RECREATION

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

NARRATIVE DISCUSSION

Environmental Setting

The setting for recreation issues is the same as that described in the adopted IS/MND. Parks and recreational services are provided by the City of Stockton and by San Joaquin County in their respective jurisdictions.

Environmental Impacts and Mitigation Measures

a, b) Recreational Facilities.

The adopted IS/MND states that the proposed commercial development would not generate a demand for new or expanded recreational facilities or services. It was concluded that the project would not generate a need for new or expanded parks or other recreational facilities. The revised project would not directly increase needs for parks and recreational facilities; the revised project would, however, result in a small reduction in park and recreation demand associated with future high-density residential development of the remainder of the project site. As with the approved project, impacts of the revised project related to parks and other public facilities would be less than significant.

4.17 TRANSPORTATION

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

NARRATIVE DISCUSSION

Environmental Setting

The setting for transportation issues is the same as that described in the adopted IS/MND. No changes to the local street system, local public transit routes, or bicycle and pedestrian facilities have occurred, other than the number of the nearest SJRTD bus route, which has changed from 66 to 566.

KD Anderson and Associates, which prepared the traffic study for the approved project in 2017, analyzed potential traffic impacts of the revised project, which include the expanded commercial site and the reduced future multifamily development. The analysis and conclusions are available in Appendix D of this Addendum.

The methodology used in the analysis of the traffic impacts of the revised project is the same used for the original study, with one difference. Since adoption of the project

IS/MND, the Institute of Transportation Engineers published the 10th edition of the Trip Generation Manual. The traffic study prepared as part of the adopted IS/MND used trip generation rates from the 9th edition. In accordance with current City requirements for traffic studies, the analysis for the revised project uses trip generation rates from the 10th edition of the Trip Generation Manual.

Since adoption of the project IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G has been revised to include a question regarding consistency of the project with CEQA Guidelines Section 15064.3(b). Section 15064.3(b) states that “vehicle miles traveled” (VMT) is the preferred method for evaluating transportation impacts, rather than the commonly used LOS. Section 15064.3 subdivision (b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric. While a quantitative analysis of VMT is preferred, a qualitative analysis may be used if existing models or methods are not available to estimate VMT for the project being considered. At this time, the City of Stockton has not developed guidance for evaluating transportation impacts based on VMT.

In addition, further revisions in the Environmental Checklist have deleted questions related to air traffic, congestion management plans, and non-motor vehicle transportation plans. The latter two issues are now part of a question related to project consistency with transportation plans.

Environmental Impacts and Mitigation Measures

a) Consistency with Transportation Plans.

The traffic study for the approved project evaluated potential traffic impacts of the project at buildout on six intersections, plus the driveways to the development site from Eight Mile Road and Thornton Road. For the revised project, traffic impacts were evaluated at the same intersections and driveways under Existing Plus Approved Projects (EPAP) conditions, which include projects approved for construction but not yet built. Table 4-2 presents the LOS results at the six study intersections and two driveways comparing the approved project and the revised project. As shown in Table 4-2, there is no change to the LOS at the study intersections and driveways with the revised project. All study intersections and driveways would operate at LOS D or better, which meets City standards.

The traffic study also evaluated potential traffic impacts of the project at buildout on five roadway segments under EPAP conditions. Table 4-3 presents the LOS at these roadway segments with the approved project and the revised project. As shown in Table 4-3, there is no change to the LOS at the study roadway segments with the revised project. The roadway segment of Eight Mile Road from Thornton Road to Davis Road would operate at LOS E, which is considered unacceptable. However, aside from resulting in the same LOS as the approved project, the revised project would not result in an increase in traffic volume greater than five percent. Based upon criteria presented in the *Level of Service Significance Threshold* section of the 2017 traffic study for the original project, this impact is considered less than significant. All other study roadway segments would operate at LOS D or better, which meets City standards.

TABLE 4-2
LOS AT INTERSECTIONS UNDER EPAP CONDITIONS

Intersection	LOS With Approved Project		LOS With Revised Project	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Eight Mile Road/I-5 Southbound Ramps	D	B	D	B
Eight Mile Road/I-5 Northbound Ramps	C	C	C	C
Eight Mile Road/Thornton Road	D	C	D	C
Eight Mile Road/Rivermont Drive	B	C	B	C
Eight Mile Road/Davis Road	D	D	D	D
Thornton Road/A.G. Spanos Boulevard	C	C	C	C
Eight Mile Road/Project Site Driveway	A	A	A	A
Thornton Road/Project Site Driveway	A	A	A	A

EPAP- Existing Plus Approved Projects
Source: KD Anderson and Associates 2017, 2019a.

TABLE 4-3
LOS ON ROADWAY SEGMENTS UNDER EPAP CONDITIONS

Roadway Segment	LOS With Approved Project	LOS With Revised Project
Eight Mile Road - I-5 to Thornton Road	C	C
Eight Mile Road - Thornton Road to Davis Road	E	E
Thornton Road - Eight Mile Road to Bear Creek	A	A
A.G. Spanos Blvd. - Thornton Road to Ocean Mist Way	A	A
Ocean Mist Way/Breaker Way - A.G. Spanos Blvd. to Lands End	A	A

EPAP- Existing Plus Approved Projects
Source: KD Anderson and Associates 2017, 2019a.

The adopted IS/MND stated that the project would have no impact on a congestion management program. The project would not conflict with SJCOG's Regional Congestion Management Plan, since it would not contribute any traffic to the congestion management network described in the plan. As with the approved project, the revised project would have no impact on a congestion management program.

The adopted IS/MND stated that the project would not generate any need for expanded public transit service or new bike and pedestrian facilities, as the project would not generate any additional residents or housing. As with the approved project, the revised project would have no impact on non-vehicular transportation plans.

As noted in Chapter 3.0 of this Addendum, an amendment of the Eight Mile Road Precise Road Plan to include a driveway connection to Eight Mile Road was adopted, along with relinquishment of access restriction on Thornton Road to allow a driveway connection to Thornton Road. A review of potential impacts of the Precise Road Plan amendment by KD Anderson and Associates (2019b) indicated no impacts to traffic under EPAP conditions. Some impacts were noted under Cumulative conditions; these impacts are described in Section 4.21, Mandatory Findings of Significance.

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

The adopted IS/MND did not discuss VMT. Based on the results of the CalEEMod run for the project (see Appendix B), the annual VMT under business-as-usual (unmitigated) conditions would be 3,842,797. With the incorporation of project features and regulations described in Section 4.8, Greenhouse Gas Emissions, the annual VMT would be 3,389,347 – a decrease of approximately 11.8 percent. This reduction would be consistent with State, regional, and City goals to reduce VMT. Project impacts related to VMT would be less than significant.

c) Traffic Hazards.

The project would have no impact on traffic hazards, as it would not affect public streets, either by direct alteration or by obstruction from construction activities. As with the approved project, the revised project would have no impact related to traffic hazards.

d) Emergency Access.

The adopted IS/MND indicated that construction vehicles would mostly stay off adjacent streets, and therefore would not obstruct any emergency vehicle access to the area. After project completion, emergency vehicle access to the site would not be restricted. As noted, driveways to the proposed commercial development area from Eight Mile Road and Thornton Road would be allowed. Project site access would remain essentially the same as with the approved project, and therefore the revised project would have no impact on emergency access.

4.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

	NC		
	NC		

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

NARRATIVE DISCUSSION

Environmental Setting

The adopted IS/MND discussed potential project impacts on cultural resources, including those that may be associated with Native American tribes, in its Cultural Resources section. Prior to adoption of the project IS/MND, AB 52 had taken effect. AB 52 modified CEQA procedures regarding consultation with Native American tribes on cultural resource issues.

AB 52 established a category called “tribal cultural resources,” which not only includes physical resources but also site features, places, cultural landscapes, and sacred places and objects of value to a tribe, and which are on or eligible for listing on a State or local historic register. AB 52 establishes consultation procedures between a CEQA lead agency and a tribe when a tribal cultural resource is involved. Under AB 52 procedures, the Wilton Rancheria requested consultation on the project in a letter dated March 28, 2017.

In 2016, the Governor’s Office of Planning and Research updated the Environmental Checklist in CEQA Guidelines Appendix G to include sample questions specifically addressing tribal cultural resources. Since these questions were incorporated after adoption of the project IS/MND, they were not included in the original document but are included in this Addendum. The adopted IS/MND discussed potential impacts on resources of interest to tribes in its cultural resource analysis.

Environmental Impacts and Mitigation Measures

a, b) Tribal Cultural Resources.

As noted in the adopted IS/MND, the City and Wilton Rancheria had a consultation meeting on May 3, 2017. As a result of the meeting, adopted Mitigation Measures TCR-1 through TCR-4 were added to address the concerns of the Rancheria about potential project impacts on tribal cultural resources. Implementation of the mitigation measures would reduce potential impacts on tribal cultural resources to a level that would be less than significant. As with the approved project, impacts of the revised project related to tribal cultural resources would be less than significant with implementation of the adopted mitigation measures.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?		NC		
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			NC	
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			NC	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			NC	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			NC	

NARRATIVE DISCUSSION

Environmental Setting

The setting for utilities and service system issues is the same as that described in the adopted IS/MND. Since adoption of the project IS/MND, utility questions in the Environmental Checklist in CEQA Guidelines Appendix G have been revised. However,

the revised questions generally cover the same subject matter as the checklist used for the adopted IS/MND.

Environmental Impacts and Mitigation Measures

a) Relocation or Construction of Utility Facilities.

The adopted IS/MND stated that the project would require the extension of sewer lines to the project site. Extension of sewer lines to the project site is not expected to have a significant impact on the physical environment, as the area is substantially developed, and the project site is designated for urban development. Additional sewer lines and connections could have a potentially adverse impact on the City's wastewater system if the lines are not designed properly. Mitigation Measure UTIL-1 in the adopted IS/MND would ensure design of project wastewater facilities in accordance with City standards, thereby reducing potential impacts to a level that would be less than significant.

The adopted IS/MND stated that the project would connect to existing water lines in the area; no new or extended water mains would need to be installed. Additional water lines and connections could have a potentially adverse impact on the City's water system if the lines are not designed properly. Adopted Mitigation Measure UTIL-1 would reduce potential impacts to a level that would be less than significant.

The project would require the construction of storm drainage facilities to collect anticipated runoff from the project site once it is developed. The adopted IS/MND stated that the on-site facilities would have little environmental impact by themselves. The new facilities would require a connection to existing storm drainage facilities in the area, which would not have significant environmental impacts, as the area is substantially developed or designated for urban uses. Additional drainage facilities could have a potentially adverse impact on the City's storm drainage system if the facilities are not designed properly. Adopted Mitigation Measure UTIL-1 would reduce potential impacts to a level that would be less than significant.

The adopted IS/MND noted that electrical, telephone, and cable television lines are available in the project vicinity and can be extended to the project site as necessary. As with the approved project, impacts of the revised project related to these utilities would be less than significant with implementation of the mitigation measure.

b) Water Supplies.

The adopted IS/MND noted that the City would have an adequate water supply to serve the project site. The revised project would not alter this condition, so impacts related to water supplies likewise would be less than significant.

c) Wastewater Treatment Capacity.

The adopted IS/MND noted that the City would have adequate capacity in its Regional Wastewater Control Facility to serve the project site. The revised project would not alter this condition, so impacts related to wastewater treatment capacity likewise would be less than significant.

d, e) Solid Waste Services.

The adopted IS/MND stated that existing landfills in the County would have adequate capacity to accommodate the amount of solid waste that would be generated by the project. The project would comply with applicable federal, state and local statutes and regulations related to solid waste. As with the approved project, impacts of the revised project on solid waste services would be less than significant.

4.20 WILDFIRE

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

NARRATIVE DISCUSSION

Environmental Setting

Since adoption of the project IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G has been revised to include a section addressing the potential impacts of a project as it relates to wildfire. As described in the adopted IS/MND, wildland fires are an annual hazard in San Joaquin County. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County’s fire hazard. Human activities are the major causes of wildland fires, while lightning causes the remaining wildland fires. High hazard areas for wildland fires are the grass-covered areas in the east and the southwest foothills of the County.

The California Department of Forestry and Fire Protection’s Fire and Resource Assessment Program identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate,

High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not within a State Responsibility Area and therefore has not been placed in a Fire Hazard Severity Zone. The area surrounding the project site is likewise not in any designated fire hazard zone (Cal Fire 2007).

Environmental Impacts and Mitigation Measures

a) Emergency Response and Emergency Evacuation Plans.

As discussed in Section 4.9 of this Addendum, project construction is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area. Project operations likewise would not obstruct any roadways. As with the approved project, impacts of the revised project related to emergency response or evacuations would be less than significant.

b) Exposure of Project Occupants to Wildfire Hazards.

As noted in Section 4.9 of this Addendum, the project site is in a predominantly agricultural and developed area, and the project would reduce the existing fire hazard on the parcel by replacing existing grasses and weeds. Cal Fire maps also indicate that the project site is in a low-risk wildfire area. As with the approved project, impacts of the revised project related to wildland fire hazards would be less than significant.

c) Installation and Maintenance of Infrastructure.

The project proposes the installation of roads and parking areas and the extension of utilities. The installation of these facilities is not expected to exacerbate the wildfire risk on the project site, as explained in b) above. As with the approved project, impacts of the revised project would be less than significant.

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

As noted in Section 4.7 of this Addendum, the project site is in a topographically flat area. There are no streams or other channels that cross the site. As such, it is not expected that people or structures would be exposed to significant risks from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. As with the approved project, impacts of the revised project related to these issues would be less than significant.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or		NC		

wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

		NC	
			NC

NARRATIVE DISCUSSION

a) Findings on Biological and Cultural Resources.

The potential biological resource and cultural resource impacts of the revised project were described in the adopted IS/MND and summarized in Sections 4.4 and 4.5 of this Addendum, respectively. Potentially significant environmental effects on biological and cultural resources were identified, but implementation of mitigation measures described in the adopted IS/MND would reduce these effects to a level that would be less than significant. The project would involve the same potential biological and cultural resource effects as the approved project; therefore, impacts of the revised project related to biological and cultural resources would be less than significant.

b) Findings on Cumulatively Considerable Impacts.

According to the adopted IS/MND, a cumulative impact is an environmental impact that may result from the combination of two or more environmental impacts associated with the proposed project with each other, or the combination of one or more project impacts with related environmental impacts caused by other projects.

The revised project would have the same cumulative impacts as the approved project on most environmental issues; in some cases, the changes would have less of an impact. The potential cumulative impacts of the revised project on traffic were specifically analyzed by KD Anderson and Associates (see Appendix D). The same intersections and driveways in the original traffic study were analyzed, again using trip generation rates of the 10th edition of the Trip Generation Manual.

Table 4-4 presents the LOS at the six study intersections and the two driveways with the approved project and the revised project.

TABLE 4-4
LOS AT INTERSECTIONS UNDER CUMULATIVE CONDITIONS

Intersection	LOS With Approved Project		LOS With Revised Project	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Eight Mile Road/I-5 Southbound Ramps	B	D	B	D
Eight Mile Road/I-5 Northbound Ramps	C	E	C	E
Eight Mile Road/Thornton Road	C	D	C	D
Eight Mile Road/Rivermont Drive	A	B	A	B
Eight Mile Road/Davis Road	C	D	C	D
Thornton Road/A.G. Spanos Boulevard	C	C	C	C
Eight Mile Road/Project Site Driveway	A	A	A	A
Thornton Road/Project Site Driveway	A	A	A	A

EPAP- Existing Plus Approved Projects

Source: KD Anderson and Associates 2017, 2019.

As shown in Table 4-4, there is no change to the LOS at the study intersections and driveways with the revised project. The intersection of Eight Mile Road and the I-5 northbound ramps would operate at LOS E during the PM peak hour, which is considered unacceptable. However, aside from resulting in the same LOS as the approved project, the revised project would not result in an increase in traffic volume greater than five percent. Based upon criteria presented in the *Level of Service Significance Threshold* section of the 2017 traffic study, this impact is considered less than significant. All other study intersections and driveways would operate at LOS D or better, which meets City standards.

The traffic study also evaluated potential traffic impacts of the project at buildout on five roadway segments under Cumulative conditions. Table 4-5 presents the LOS at the five roadway segments with the approved project and the revised project. As shown in Table 4-5, there is no change to the LOS at the study roadway segments with the revised project. All study roadway segments would operate at LOS D or better, which meets City standards.

TABLE 4-5
LOS ON ROADWAY SEGMENTS UNDER CUMULATIVE CONDITIONS

Roadway Segment	LOS With Approved Project	LOS With Revised Project
Eight Mile Road - I-5 to Thornton Road	C	C
Eight Mile Road - Thornton Road to Davis Road	C	C
Thornton Road - Eight Mile Road to Bear Creek	A	A
A.G. Spanos Blvd. - Thornton Road to Ocean Mist Way	A	A
Ocean Mist Way/Breaker Way - A.G. Spanos Blvd. to Lands End	A	A

EPAP- Existing Plus Approved Projects
Source: KD Anderson and Associates 2017, 2019.

As noted in Section 4.17, Transportation, potential impacts of the proposed Eight Mile Road Precise Road Plan amendment occurred under Cumulative conditions with the project. With implementation of the Precise Road Plan amendment, seven of the eight study intersections would operate at acceptable LOS D or better during both the AM and PM peak hour. Therefore, the impacts at these intersections are considered less than significant. The intersection of Eight Mile Road and I-5 Northbound Ramps would operate at LOS C during the AM peak hour and at LOS E during the PM peak hour. LOS E is considered unacceptable. However, the proposed amendment would not increase delay by more than five seconds, compared to conditions without the amendment. Therefore, based on criteria presented in the *Significance Thresholds* section of the 2017 traffic report, this impact is considered less than significant, and no mitigation measures are required (KD Anderson 2019b). It should be noted that the same impact was identified in the adopted IS/MND.

The revised project would not introduce new environmental impacts or more severe impacts than those identified with the approved project. Therefore, the revised project would have less of a potential contribution to cumulative impacts than would the approved project. None of the potential environmental effects addressed individually in this Initial Study would combine to result in a significant effect cumulatively.

c) Findings on Adverse Effects on Human Beings.

Potential adverse effects on human beings were discussed in adopted IS/MND Section 3.3, Air Quality (TACs); Section 3.6, Geology and Soils (seismic hazards); Section 3.8, Hazards and Hazardous Materials; Section 3.9, Hydrology and Water Quality (flooding); and Section 3.16, Transportation/Traffic (traffic hazards). Potential adverse effects on human beings identified in those sections would be reduced to levels that are considered less than significant through compliance with applicable laws, regulations, and City ordinances and standards, along with mitigation measures where necessary. The revised

project would not alter these conditions; as such, the revised project would not have adverse impacts on human beings.

5.0 FINDINGS

Based on the analysis in this Addendum, the proposed changes to the Thornton Road/8 Mile Road ARCO Station project for the construction of a stand-alone, drive-through car wash facility will not involve: 1) substantial changes to the project, 2) substantial changes in the circumstances of the project, or 3) new information of substantial importance that would result in new significant environmental effects or a substantial increase in the severity of significant effects described in the adopted IS/MND for the project. The City has not identified any changes in the circumstances of the project that would involve potential for new or more severe environmental effects. The City has not identified any new information related to the project that would involve potential for new or more severe environmental effects. The analysis and conclusions in the adopted IS/MND remain relevant. Therefore, it is appropriate for the City to adopt this Addendum to the previously adopted Thornton Road/8 Mile Road ARCO Station IS/MND.

APPENDIX A
APPROVED PROJECT MMRP

CITY OF STOCKTON
CEQA, FINDINGS AND MITIGATION
MONITORING/REPORTING PROGRAM

FOR THE

THORNTON ROAD/EIGHT MILE
ROAD ARCO STATION PROJECT
2910 Eight Mile Road
Stockton, CA

City of Stockton
Project File No: P16-0667

October 12, 2017

Prepared for:

CITY OF STOCKTON
Community Development Department
345 N. El Dorado Street
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209-937-8444



CITY OF STOCKTON
CEQA, FINDINGS AND MITIGATION MONITORING/
REPORTING PROGRAM

FOR THE

THORNTON ROAD/EIGHT MILE ROAD
ARCO STATION PROJECT
2910 Eight Mile Road
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October 12, 2017

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1.0 INTRODUCTION

This document sets forth the findings of the City of Stockton Planning Commission and/or City Council (City) relating to the Thornton Road/Eight Mile Road ARCO Project as required by the California Environmental Quality Act. This document also describes the Mitigation Monitoring/Reporting Program (MMRP) for the project. The primary source document for the findings and MMRP is the Final Initial Study/Mitigated Negative Declaration for the Thornton Road/Eight Mile Road Arco Station Project (P16-0667) (the "Final IS/MND").

The project site is located at 2910 Eight Mile Road, at the southeast corner of the intersection of Thornton Road and Eight Mile Road in northern Stockton, California. When referenced as such, the IS/MND includes both the Public Review Draft of the IS/MND (September 5, 2017) and the Final IS/MND (October 9, 2017) for the project, as well as any documents, which have been incorporated into those documents by reference.

1.1 CEQA REVIEW OF PROPOSED PROJECT

The Thornton Road/Eight Mile Road ARCO Station project involves City approval of Project File No. P16-0667. The project applicant proposes to construct an ARCO fueling station and other commercial structures on 2.11 acres of an approximately 10.09-acre site at the intersection of Eight Mile Road and Thornton Road in north Stockton. The project would include three commercial structures: a fueling station and convenience store approximately 3,799 square feet, a fast-food restaurant of approximately 3,462 square feet, and a retail building of approximately 4,000 square feet. The fueling station would have 16 dispensing pumps. A carwash would be attached to the convenience store building, and the fast-food restaurant would have a drive-through. The overall commercial development would have a total of 78 parking spaces. Access would be provided off Thornton Road and Eight Mile Road

As the proposed project involves the potential to result in significant environmental effects as defined by CEQA, an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared by consultants, subject to the independent review and approval of City of Stockton staff. The Draft IS/MND identified significant and/or potentially significant environmental effects that could occur in conjunction with the proposed project. The Draft IS/MND also identified mitigation measures, which would reduce the significant or potentially significant environmental effects to a "less than significant" level.

Prior to public and agency review of the Draft IS/MND, the project applicant, on behalf of any future owners, applicants, developers and/or successors-in-interest, entered into a Mitigation Agreement with the City of Stockton. The Mitigation Agreement attaches all of the mitigation measures identified in the IS/MND to the proposed project as binding conditions of approval. The Mitigation Agreement also provides that any other mitigation measures, which may be imposed on the project by responsible and/or trustee agencies, and/or by City of Stockton advisory and final decision-making bodies, will also be binding on the project.

The IS/MND was circulated for agency and public review in September of 2017. Seven agency comments were received on the IS/MND; These comments are shown and responded to in Section

3.0 of the Final IS/MND. It is anticipated that the Final IS/MND will be adopted by the City, in conjunction with this document, prior to taking action on the project.

1.2 CEQA REQUIREMENTS REGARDING FINDINGS

When an Environmental Impact Report (EIR) has been prepared for a project, CEQA requires that, prior to project approval, the Lead Agency make specified findings related to each of the significant or potentially significant environmental effects considered in the EIR. Specific findings are not required by CEQA when the agency proposes to adopt a Negative Declaration. In the interest of public disclosure, however, it is the policy of the City of Stockton to make specific findings with respect to the environmental effects addressed in an Initial Study/Mitigated Negative Declaration.

The City's findings for Negative Declarations parallel the EIR findings requirements set forth in CEQA Guidelines Section 15091. All of the potentially significant effects of the project will be reduced to less than significant by proposed mitigation measures.

CEQA findings must as a rule be based upon substantial evidence. The substantial evidence in this case consists of the information, analysis and mitigation measures described in the Draft IS/MND, as well as any other information incorporated into these documents by reference. A copy of the Final IS/MND is available for review at the Stockton Permit Center, 345 North El Dorado Street, Stockton, CA. Specific references to supporting information for each finding are provided in Column 4 of the findings and mitigation monitoring table, following.

1.3 CEQA REQUIREMENTS REGARDING MITIGATION MONITORING AND REPORTING

To ensure that mitigation measures included in a Mitigated Negative Declaration are actually implemented, CEQA requires the adoption of a mitigation monitoring or reporting program (CEQA Guidelines Section 15074). Specifically, the Guidelines require that the lead agency:

" . . . adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects."

These requirements are met collectively by the Mitigation Monitoring/Reporting Table shown in Section 2.0 of this document. The table lists all of the potential environmental effects of the project that were identified in the Draft IS/MND, identifies all of the mitigation measures that address these effects, and identifies the entities that would be responsible for implementing, and monitoring implementation of, the mitigation measures.

1.4 ORGANIZATION OF THIS DOCUMENT

This document is divided into two chapters. Chapter 1.0 is this Introduction, which provides background information and a discussion of CEQA requirements related to approval of the project. Chapter 2.0 presents the Mitigation Monitoring/Reporting Program and CEQA findings for the project in the form of a table. The table lists all mitigation measures applicable to the project, identifies implementation responsibilities, sets forth the City's finding with regard to the effectiveness of mitigation measures defined for each impact, and establishes the rationale for each

finding. Section 3.0 following the table sets forth the City's Mitigation Reporting Program for the project.

2.0 MITIGATION MONITORING/REPORTING PROGRAM AND FINDINGS

The following table summarizes the significant or potentially significant environmental effects that could result from approval of the proposed project. The table identifies 1) each environmental effect and its significance prior to mitigation, 2) how each significant environmental effect would be mitigated, 3) the responsibility for implementation of each mitigation measure, 4) the responsibility for monitoring of the mitigation measures, if the project is approved, 5) the City's finding with respect to each significant environmental effect, and 6) the City's rationale for that finding. The table follows the same sequence as the impact analysis in the IS/MND. Reporting actions required to ensure that the mitigation measures are implemented are described on the last page of the table.

The City's findings with respect to the project are listed in the last column of the table, for each of the significant effects identified by the IS/MND. Codes used to identify the significance of each environmental effect after mitigation measures are applied, and the City's finding with respect to each effect, are summarized on the first page of the table. For the purposes of this document:

- A "Significant" environmental effect is a substantial adverse change in the environment (CEQA Guidelines Section 15382),
- A "Potentially Significant" effect is one which is likely, but not certain, to cause future substantial adverse changes to the environment,
- A "Cumulatively Significant" effect is a substantial adverse change in the environment that is the result of cumulative development in the City of Stockton,
- A "Significant and Unavoidable" effect is one for which there is no known or feasible mitigation, and
- A "Not Significant" effect is one that may be adverse, but is not substantial, or has been rendered so as the result of mitigation measures.

**CITY OF STOCKTON
CEQA FINDINGS AND MITIGATION MONITORING/REPORTING PROGRAM
(PURSUANT TO CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 21081 AND 21081.6)**

PROJECT DATA

KEY

<p>INITIAL STUDY FILE NO.: P16-0667</p> <p>Property Owner(s): Jimenez-Thornton Ranch Address: P.O Box 965 Lodi, CA 95241</p> <p>Project Applicant: PS Fuels, LLC Address: 2190 Meridian Park Blvd., Suite G Concord, CA 94520</p> <p>Project Title: Thornton Road/Eight Mile Road ARCO</p> <p>The project applicant proposes to construct an ARCO fueling station and other commercial structures on 2.11 acres of an approximately 10.09-acre site at the intersection of Eight Mile Road and Thornton Road in north Stockton. The project would include three commercial structures: a fueling station and convenience store approximately 3,799 square feet, a fast-food restaurant approximately 3,462 square feet, and a retail building approximately 4,000 square feet. The fueling station would have 16 dispensing pumps. A carwash would be attached to the convenience store building, and the fast-food restaurant would have a drive-through. The overall commercial development would have 78 parking spaces. Access would be provided off Thornton Road and Eight Mile Road.</p>	<p>1. The impacts are shaded and followed by related mitigation measures, implementation and monitoring provisions, and findings.</p> <p>2. Abbreviations: N/A = (Not Applicable); COS = (City of Stockton); ODS = (Owners, Developers and/or Successors-in- Interest); CDD = (Community Development Department); CD-P = (Community Development-Planning Division); CD-B = (Community Development-Building Division); PW = (Public Works Department); CM = (City Manager); CA = (City Attorney); P&R = (Parks and Recreation Department); HR = (Housing and Redevelopment Department); MUD = (Municipal Utilities Department); FD = (Fire Department); PD = (Police Department); PC = (Planning Commission); CC = (City Council); SJC = (San Joaquin County); ALUC = (Airport Land Use Commission).</p>
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FINDINGS AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

<p>Findings for significant and potentially significant impacts identified in the Final EIR or Negative Declaration/Initial Study are listed as follows:</p> <ol style="list-style-type: none"> Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect identified in the Final EIR or Negative Declaration/Initial Study, or Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the City of Stockton. Such changes have been adopted by such other agency, or can and should be adopted by such other agency, or The City of Stockton has previously adopted findings of specific economic, social, or other considerations which make infeasible the mitigation measures and project alternatives identified in the Final EIR or Negative Declaration/Initial Study. <p>The level of significance (LS) of each impact after mitigation is listed as: SU= (significant and unavoidable), PS=(potentially significant), or NS=(not significant). The basis for the Findings is provided in applicable sections of the Final EIR, Negative Declaration/Initial Study, or previously adopted Findings or Statement of Overriding Considerations, as referenced in the last (fourth) column on the following pages under "Rationale."</p>

LEAD AGENCY:

CITY OF STOCKTON
c/o Community Development Dept./Planning Division
345 North El Dorado Street, Stockton, CA 95202-1997
(209) 937-8266

Jenny Liaw Senior Planner

DATE (FINDINGS/MONITORING PROGRAM ADOPTED)

1. AESTHETICS			
a) Effects on Scenic Vistas. There are no significant or potentially significant impacts in this issue area.			
b) Effects on Scenic Resources. There are no significant or potentially significant impacts in this issue area.			
c) Effects on Visual Character and Quality. There are no significant or potentially significant impacts in this issue area.			
d) Project Effects on Light and Glare.			
AES-1: Site development plans shall include a photometric site plan that describes the type of lighting that will be used and the amount of illumination that would occur on the site and on the property lines of adjacent residential parcels or parcels zoned for residential uses. The photometric plan shall demonstrate that indirect illumination on the property lines is consistent with the standards set forth in Stockton Municipal Code Section 16.32.070(A). The photometric site plan shall be part of the development application package to be reviewed and approved by the City.	The ODS will be responsible for the preparation and submittal of the photometric site plan.	The CDD utilities ensure that the PMSP is reviewed approved and incorporated into building plan prints issuance of building permits	1, NS Rationale: IS MND Pages 3-10, 11
2 AGRICULTURE AND FORESTRY RESOURCES			
a) Conversion of Agricultural Land. There are no significant or potentially significant impacts in this issue area.			
b) Conflicts with Agricultural Zoning and Williamson Act. There are no significant or potentially significant impacts in this issue area.			
c) Conflicts with Forest Land Conversion and Zoning. There are no significant or potentially significant impacts in this issue area.			
d) Indirect Conversion of Farmland of Forest Land. There are no significant or potentially significant impacts in this issue area.			
3 AIR QUALITY			
a) Air Quality Plan Consistency. There are no significant or potentially significant impacts in this issue area.			
b, d) Construction Emissions. There are no significant or potentially significant impacts in this issue area.			
c) Cumulative Emissions Impacts. There are no significant or potentially significant impacts in this issue area.			
e) Odor Impacts. There are no significant or potentially significant impacts in this issue area.			
4 BIOLOGICAL RESOURCES			
a) Effects on Special-Status Species. This is a potentially significant impact.			
BIO-1: Prior to construction activities, the beginning of which occurs from March to August, the ODS shall conduct a preconstruction nest survey to determine the presence of any bird species or their nests. The survey shall be conducted by a qualified biologist, who shall make recommendations on the treatment of	The ODS will be responsible for retaining a qualified biologist to conduct the preconstruction	The CDD-BD will verify that survey requirements have been met as specified or through participation in the	1, NS Rationale:

<p>any located nests that shall be implemented by the ODS, including but not limited to establishment of buffer areas and restrictions on construction equipment operations near the nest.</p> <p>BIO-2: The applicant shall apply to the San Joaquin Council of Governments (SJCOG) for coverage under the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). The project site will be inspected by the SJMSCP biologist, who will recommend any Incidental Take Minimization Measures (ITMMs) set forth in the SJMSCP should be implemented. The ODS shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified ITMMs.</p>	<p>survey.</p>	<p>SJMSCP.</p>	<p>IS/MND Page 3-24</p>
<p>b) Effects on Riparian and Other Sensitive Habitats. There are no significant or potentially significant impacts in this issue area.</p>			
<p>c) Effects on Wetlands. There are no significant or potentially significant impacts in this issue area.</p>			
<p>d) Effects on Fish and Wildlife Movement. There are no significant or potentially significant impacts in this issue area.</p>			
<p>e) Local Biological Requirements. There are no significant or potentially significant impacts in this issue area.</p>			
<p>f) Project Conflict with Habitat Conservation Plans. There are no significant or potentially significant impacts in this issue area.</p>			
<p>5 CULTURAL RESOURCES</p>			
<p>a, b) Project Impacts on Potential Historical Resources, Archaeological Resources. This is a potentially significant impact.</p>			
<p>CULT-1: If any subsurface cultural or paleontological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist or paleontologist, as appropriate, can examine these materials and make a determination of their significance. If the resource is determined to be significant, recommendations shall be made on further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The CDD shall be notified of any find, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the CDD, consistent with the requirements of the CEQA Guidelines.</p>	<p>The ODS will be responsible for retaining a qualified archeologist or paleontologist to evaluate and report archeological or paleontological resources.</p>	<p>The ODS will be responsible for engaging the qualified professional and prepare a report for the CDD. The CDD will verify that applicable requirements are met.</p>	<p>1, NS Rationale: IS/MND Pages 3-27</p>
<p>c) Project Impacts on Paleontological Resources and Unique Geological Features. This is a potentially significant impact, mitigated by CULT-1, above.</p>			
<p>d) Project Impacts on Human Burials. This is a potentially significant impact.</p>			

6 GEOLOGY AND SOILS			
a) Exposure of New Development to Fault Rupture, Seismic and Landslide Hazards. There are no significant or potentially significant impacts in this issue area.			
b) Exposure of New Development to Soil Erosion. This is a potentially significant issue.			
GEO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent with the State Water Resources Control Board (SWRCB) prior to commencement of construction activity, in compliance with the Construction General Permit and City of Stockton stormwater requirements. The SWPPP shall be available on the construction site at all times. The ODS shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The ODS shall submit the SWRCB Waste Discharger's Identification Number to the City prior to approval of development or grading plans.	The ODS will be responsible for preparation of the SWPPP & related actions.	The PW will be responsible for ensuring that storm requirements are met in conjunction with approval of subdivision improvement plans.	1, NS Rationale: IS/MND Pages 30, 31
c) Exposure of New Development to Geologic Instability. There are no significant or potentially significant impacts in this issue area.			
d) Exposure of New Development to Expansive Soils. This is a potentially significant issue.			
GEO-2: If required by the City, the Silver Springs geotechnical report shall be updated to reflect current standards and practices. GEO-3: Prior to issuance of a grading permit, a comprehensive grading plan shall be submitted to the City Engineer that addresses potential adverse impacts on structures due to expansive soils. The City Engineer shall review and approve the grading plan and building design, and the City Engineer or designated representative shall verify the implementation in the field.	The ODS will be responsible for preparation of geotechnical studies and grading plans.	The CDD-B will be responsible for review and approval of geotechnical studies and grading plans.	1, NS Rationale: IS/MND Pages 31,32
e) Adequacy of Soils for Sewage Disposal. There are no significant or potentially significant impacts in this issue area.			
7 GREENHOUSE GAS EMISSIONS			
a) Significance of GHG Emissions. There are no significant or potentially significant impacts in this issue area.			
8 HAZARDS AND HAZARDOUS MATERIALS			
a, b) Upset and Transportation Hazards. There are no significant or potentially significant impacts in this issue area.			
c) Hazards Materials Use or Emissions Near Schools. There are no significant or potentially significant impacts in this issue area.			
d) Hazardous Materials Sites. There are no significant or potentially significant impacts in this issue area.			
e, f) Aircraft Operations Effects. There are no significant or potentially significant impacts in this issue area.			
g) Emergency Response Effects. There are no significant or potentially significant impacts in this issue area.			

h) Wildland Fire Hazards. There are no significant or potentially significant impacts in this issue area.			
9 HYDROLOGY AND WATER QUALITY			
a, f) Project Effects Surface Waters and Water Quality. This is a potentially significant impact.			
HYDRO-1: The ODS shall submit a Storm Water Quality Plan that shall include post-construction Best Management Practices (BMPs) as required by Title 13 of the SWQCCP. The Storm Water Quality Plan will be reviewed and approved by the City of Stockton Municipal Utilities Department prior to the Certificate of Occupancy.	The ODS will be responsible for design and construction of storm water quality improvements, for preparing and executing a maintenance agreement for compliance with applicable COS codes related to storm water.	The MUD will be responsible for review and approval of storm water quality plans, ensuring that a maintenance Agreement has been executed.	1, NS Rationale: IS/MND Pages 3-41,42
HYDRO-2: The ODS shall execute a Maintenance Agreement with the City for stormwater BMPs prior to receiving a Certificate of Occupancy. The ODS must remain the responsible party and provide funding for the operation, maintenance and replacement costs of the proposed treatment devices built for the subject property.			
HYDRO-3: The ODS shall comply with any and all requirements of, and pay all associated fees as required by, the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.			
b) Project Effects on Groundwater Supplies. There are no potentially significant or significant impacts in this issue area.			
c, d, e) Project Effects on Drainage and Runoff. There are no potentially significant or significant impacts in this issue area.			
g) Flood Exposure. There are no potentially significant or significant impacts in this issue area.			
h) Impacts on Floodways. There are no potentially significant or significant impacts in this issue area.			
i) Dam Failure Hazards. There are no potentially significant or significant impacts in this issue area.			
j) Project Exposure to Seiche, Tsunami or Mudflow Hazards. There are no potentially significant or significant impacts in this issue area.			
10 LAND USE AND PLANNING			
a) Division of Established Community. There are no potentially significant or significant impacts in this issue area.			
b) Consistency with Land Use Plans and Zoning. There are no potentially significant or significant impacts in this issue area.			
c) Conflict with Habitat Conservation Plan. There are no potentially significant or significant impacts in this issue area.			
11 MINERAL RESOURCES			
a) Availability of Mineral Resources of State Value. There are no significant or potentially significant impacts in this issue area.			
b) Availability of Mineral Resources of Local Value. There are no significant or potentially significant impacts in this issue area.			

12 NOISE			
a) Project Exposure to Noise Exceeding Local Standards. There are no significant or potentially significant impacts in this issue area.			
NOISE-1: A concrete masonry unit wall eight (8) feet in height shall be constructed along the southern and eastern property lines of the commercial development as shown in Figure 2 of the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016 (in Appendix E of this IS/MND).	The ODS will be responsible for project design and operation in accordance with the specified mitigation standards.	The CDD-B will ensure that approved building plans reflect the specified design standards.	1, NS Rationale: IS/MND Pages 3-47,48
NOISE-2: The car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 15 dB noise reduction. Alternatively, the car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 10 dB noise reduction, and car wash dryers shall be selected that are 5 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016.			
NOISE-3: Vacuum usage shall be limited to daytime hours (7:00 a.m. to 7:00 p.m.). Alternatively, a vacuum system shall be procured that is 10 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016.			
b) Project Exposure to Groundborne Noise. There are no significant or potentially significant impacts in this issue area.			
c) Permanent Increase in Ambient Noise. There are no significant or potentially significant impacts in this issue area.			
d) Temporary or Periodic Increase in Ambient Noise. This is a potentially significant impact.			
NOISE-4: All construction equipment used at the project site shall be fitted with mufflers in accordance with manufacturers' specifications. Mufflers shall be installed on the equipment at all times on the construction site.	The contractor will be responsible for implementing noise controls.	The CD-B will be responsible for monitoring controls on contractor activities.	1, NS Rationale: IS/MND Pages 3-47 – 3-49
e, f) Project Exposure to Aircraft Operations Noise. There are no significant or potentially significant impacts in this issue area.			
13 POPULATION AND HOUSING			
a) Population Growth Inducement. There are no significant or potentially significant impacts in this issue area.			
b, c) Displacement of Housing or People. There are no significant or potentially significant impacts in this issue area.			

14 PUBLIC SERVICES/FACILITIES			
a) Fire Protection Impacts. This is a potentially significant impact.			
b) Police Protection Impacts. This is a potentially significant impact.			
SERV-1: The ODS shall coordinate with the Stockton Police Department as required to establish adequate security and visibility of the construction site.	The ODS will be responsible for consultation with the PD, and for establishment and maintenance of security measures.	The PD will be responsible for monitoring, compliance and identifying additional measures if needed.	1,NS Rationale: IS/MND Pages 3-51,52
c) School Impacts. There are no significant or potentially significant impacts in this issue area.			
d) Park Impacts. There are no significant or potentially significant impacts in this issue area.			
e) Other Public Facilities Impacts. There are no significant or potentially significant impacts in this issue area.			
15 RECREATION			
a,b) Recreational Facilities. There are no significant or potentially significant impacts in this issue area.			
16 TRANSPORTATION/CIRCULATION			
a) Consistency with Applicable Plans, Ordinances and Policies. There are no significant or potentially significant impacts in this issue area.			
b) Conflict With Congestion Management Program. There are no significant or potentially significant impacts in this issue area.			
c) Impact on Air Traffic Patterns. There are no significant or potentially significant impacts in this issue area.			
d, e) Traffic Hazards and Emergency Access. This is a potentially significant issue area.			
TRANS-1: The ODS shall install barriers on Eight Mile Road and Thornton Road along the commercial development frontage to prevent vehicles from making left turns to the commercial development. The type of barrier shall be subject to the City's review and approval.	The ODS will be responsible for design and construction of traffic barriers to City specifications.	The PW will be responsible for review and approval of street improvement plans and construction inspection.	1,NS Rationale: IS/MND 3-57,58
17 TRIBAL CULTURAL RESOURCES			

EXHIBIT 1

<p>TCR-1: The ODS shall retain a qualified professional archaeologist and a representative of the Wilton Rancheria to monitor all ground disturbing activities that occur within the project site. The Wilton Rancheria Native American Monitor shall be compensated per Wilton Rancheria's Tribal Inspector/Monitoring Rates 2017 Schedule of Time and Material Rates sheet.</p> <p>TCR-2: In the event that construction encounters evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted until the qualified archaeologist/Wilton Rancheria Cultural Resources Officer can evaluate the nature and significance of the find. The ODS shall immediately notify the County Coroner, the Stockton Community Development Department, and the Wilton Rancheria Cultural Resources Officer. Appropriate federal and State agencies also shall be notified, in accordance with the provisions in the Archaeological Resources Protection Act (16 USC 469), Native American Graves Protection and Repatriation Act (25 U.S.C. 3001-30013), California Health and Safety Code section 7050.5, and California Public Resources Code section 5097.9 <i>et al.</i> The ODS will be responsible for compliance with the requirements of CEQA as to human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission, stating Wilton Rancheria has been working on the project, and they will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.</p> <p>TCR-3: In the event that any other cultural resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist/Wilton Rancheria Cultural Resources Officer can examine the materials and make a determination of their significance. If the resource is determined to be significant, the archaeologist shall make recommendations, in consultation with Wilton Rancheria, as to further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. The ODS will be responsible for retaining the archaeologist and Wilton Rancheria Tribal Monitor and implementing the recommendations of the archaeologist, including submittal of a written report to the Stockton Community Development Department and the Wilton Rancheria documenting the find and its treatment.</p> <p>TCR-4: Construction foremen and key members of trenching crews shall be instructed to be wary of the possibility of destruction of buried cultural resource materials. They shall be instructed to recognize signs of historic and prehistoric use and their responsibility to report any such finds, or suspected finds, immediately to the archaeology consultant/Wilton Rancheria Tribal Monitor so damage to such resources may be prevented.</p>	<p>The ODS will be responsible for retaining qualified archeological professionals and Native American monitors to meet the specified requirements.</p>	<p>The CDD will be responsible for overseeing and approving, monitoring and reporting activities.</p>	<p>1, NS Rationale: IS/MND Pages 3-59, 60,61</p>
<p>18 UTILITIES/ SERVICE SYSTEMS</p>			
<p>a, b, e) Effects on Wastewater Systems. This is a potentially significant issue area.</p>			
<p>UTIL-1: The ODS shall submit detailed subdivision improvement plans prior to project construction. The improvement plans shall show all on-site and off-site utilities necessary to provide sanitary sewer, water, and storm drainage service. The plans shall be designed in accordance with the City of Stockton's most recently adopted master plans for sanitary sewer, water, and storm drainage, and with the City's Standard Specifications and Plans.</p>	<p>The ODS will be responsible for preparation of subdivision, improvement plans to address utility specifications</p>	<p>The PW will be responsible for review and approval of subdivision improvement plans.</p>	<p>1, NS Rationale: IS/MND</p>

EXHIBIT 1

	Pages
	3-62,63
b, d) Effects on Water Systems and Supply. There are no significant or potentially significant impacts in this issue area.	
c) Effects on Stormwater Systems. There are no significant or potentially significant impacts in this issue area.	
f, g) Solid Waste Services. There are no significant or potentially significant impacts in this issue area.	
18 MANDATORY FINDINGS OF SIGNIFICANCE	
a) Environmental Quality, Species Impacts, Historical Resources. There are no significant or potentially significant impacts in this issue area.	
b) Cumulative Impacts. There are no significant or potentially significant impacts in this issue area.	
c) Other Substantial Adverse Effects. There are no significant or potentially significant impacts in this issue area.	

3.0 MITIGATION REPORTING PROGRAM

This section describes the mitigation reporting program established for the above-described project pursuant to Section 21081.6 of the Public Resources Code. This program consists of the following steps:

- a. The Community Development Department shall utilize the above-listed Mitigation Implementation and Monitoring Program (Section I) as a checklist of mitigation measures to be implemented for the project. Implementation of the applicable measures shall be included as a condition of all applicable discretionary approvals, improvement plans and/or construction permits.
- b. The project applicant (i.e., owner, developer, originating City department, or other responsible agency, as applicable) and/or successors-in-interest shall file a written report with the Community Development Department, which will monitor the implementation of required mitigation measures. Similarly, any public agency having jurisdiction over natural resources affected by the project shall monitor and report upon the implementation of any mitigation measures incorporated at their request. Such written report(s) shall be submitted to the Community Development Department approximately once every twelve (12) months following approval of improvement plans and/or construction permits. The written report shall briefly state the status in implementing each adopted mitigation measure.
- c. The Community Development Department shall review the monitoring report(s) and determine whether there is any unusual and substantial delay in, or obstacle to, implementing the adopted mitigation measures. In reviewing the timeliness of implementation, the Community Development Department shall consider any timetable for the project and the required mitigation measures provided by the applicant and/or other responsible agency, as applicable. The Community Development Department and other City Departments may, to the extent deemed necessary, use scheduled inspections to monitor mitigation implementation.
- d. The result of the Community Development Department's review of the annual report(s) will be provided to the applicant in writing within thirty (30) calendar days after receipt of the annual report. If the Community Development Department determines that a required mitigation measure is not being properly implemented, it shall consult with the applicant and, if possible, agree upon additional actions to be taken to implement the mitigation measures.

The Community Development Department shall be limited to imposing reasonable actions as permitted by law that will implement the required mitigation measures. Any decision of the Senior Civil Engineer related to the annual monitoring report may be appealed to the City Planning Commission and/or City Council, as applicable, within ten (10) calendar days following said written determination.

- e. Such monitoring and reporting shall continue until the Community Development Department, in consultation with the other applicable City departments, determines that compliance has been fully achieved or, for ongoing measures (e.g., maintenance of facilities), determines that existing enforcement procedures relating to conditions of approval will provide adequate verification of compliance.

Resolution No. **2020-05-14-0501-02**

STOCKTON PLANNING COMMISSION

RESOLUTION RECOMMENDING THE CITY COUNCIL APPROVE A GENERAL PLAN AMENDMENT TO MODIFY THE LAND USE MAP FOR A PORTION OF ASSESSOR PARCEL NUMBER 070-670-32 BY CHANGING THE HIGH-DENSITY RESIDENTIAL DESIGNATION TO COMMERCIAL, FOR THE PROPOSED CAR WASH DEVELOPMENT PROJECT, LOCATED AT THE SOUTHEAST CORNER OF EIGHT MILE ROAD AND THORNTON ROAD (P19-0411)

On October 26, 2017, the Planning Commission approved Resolution 2017-10-26-0501 for development of the 'Thornton Road/Eight Mile Road ARCO Station' project, which proposed a commercial development of approximately 2.1 acres on an approximately 10.1-acre site, with the remaining 8.0 acres available for planned high-density residential development. The project included a car wash; and

On January 23, 2018, the City Council approved an amendment to the General Plan Land Use Map from High Density Residential to Commercial, and an amendment to the Zoning Map from RH (Residential, High Density) to CG (Commercial, General) allowing for the commercial center development project (Resolution 2018-01-23-1502 and Ordinance 2018-01-23-1502); and

The applicant now proposes a General Plan Amendment to modify the Land Use Map for a portion of Assessor's Parcel Number 070-670-32 from High-Density Residential to Commercial; and

On May 4, 2020, a public notice for the subject application was published in local newspaper in accordance with Stockton Municipal Code (SMC) Section 16.88.030; and

On May 14, 2020, the Planning Commission conducted a public hearing on the application, in compliance with SMC Section 16.116.040(D), at which point all persons wishing to be heard were provided such opportunity; now, therefore,

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF STOCKTON, AS FOLLOW:

- A. The foregoing recitals are true and correct and incorporated by reference.
- B. Based on its review of the entire record herein, the Planning Commission makes the following recommended findings to City Council, pursuant to Municipal Code Section 16.116.050.B.1:
 - 1. *The proposed amendment ensures and maintains internal consistency with general land uses, objectives, policies, programs, and actions of all elements of the General Plan on balance and would not create any inconsistencies with*

this Development Code.

The proposed General Plan Amendment would maintain consistency with other applicable General Plan goals and policies, including:

- Commercial land use designation: This land use designation allows for a wide range of retail, service and commercial recreational uses.
- Goal LU-6: Provide for orderly, well-planned and balanced development.

With the adoption of a companion Zoning Map Amendment, the project would not create any inconsistencies with the Development Code.

2. *The proposed amendment will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the City.*

The proposed development would not result in hazard to the public convenience, health, interest, safety or general welfare for people working or residing in the City. The car wash development will be subject to compliance with City development standards and for provision of all necessary infrastructure. All necessary City services will be provided as part of the project, including for Police and Fire protection services.

3. *The proposed amendment complies with the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines.*

A complete CEQA analysis for the development project was performed in completing an Addendum to the original project IS/MND, including updated traffic, noise and air quality analyses. The project would not result in creation of any new potentially significant environmental impacts compared to the original project, though revisions made to the project resulted in reduction in noise impacts, allowing for elimination of two noise Mitigation Measures.

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Planning Commission Action

Based on its review of the entire record herein, including the May 14, 2020, Planning Commission staff report, all supporting, referenced, and incorporated documents, and all comments received, the Planning Commission hereby recommends that City Council approve a General Plan Amendment to modify the Land Use Map for a portion of Assessor's Parcel Number 070-670-32 from High-Density Residential to Commercial as shown at Exhibit 1.

PASSED, APPROVED, and ADOPTED May 14, 2020.



WAQAR RIZVI, CHAIR
City of Stockton Planning Commission

ATTEST:



MICHAEL MCDOWELL, SECRETARY
City of Stockton Planning Commission

GENERAL PLAN AMENDMENT EXHIBIT B-1



NORTHWEST CORNER OF SECTION 5,
TOWNSHIP 2 SOUTH, RANGE 6 EAST,
MOUNT DIABLO BASE AND MERIDIAN.

WEST EIGHT MILE ROAD

ROAD

THRONTON

S 88°49'23" E 37.42'

PARCEL 3

PARCEL 2

PARCEL 1

PARCEL 4

PARCEL MAP COS 18-05, RECORDED IN
BOOK 26 OF PARCEL MAPS, AT PAGE 121,
OFFICIAL RECORDS SAN JOAQUIN COUNTY.

N 01°10'37" E 61.99'

S 88°49'23" E
118.13'

N 88°49'23" W
156.83'

N 00°00'00" W
171.40'

S 00°00'00" W 233.40'

88.22'

LOT 270

TRACT 3452 "SILVER SPRINGS", RECORDED IN
BOOK 40 OF MAPS AND PLATS, AT PAGE 39,
OFFICIAL RECORDS SAN JOAQUIN COUNTY.

WAY

BREAKER

WAY

MIST

OCEAN



INDICATES PROPOSED GENERAL PLAN AMENDMENT LIMITS,
AREA 0.37 ACRES.

DIXON & ASSOCIATES, INC.
LAND SURVEYING

620 DEWITT, #101
CLOVIS, CALIFORNIA, 93612

PH: (559)297-4200 FAX: (559)297-4272

17-153
EIGHT MILE RD

GENERAL PLAN AMENDMENT EXHIBIT B-2Legal Description

A portion of Parcel 4 of Parcel Map COS 18-05 in the City of Stockton, County of San Joaquin, State of California, according to the map thereof, recorded December 12, 2018 in Book 26 of Parcel Maps at Page 121, San Joaquin County Records, described as follows:

Beginning at the Northeast corner of Parcel 1 of said Parcel Map; thence South $88^{\circ}49'23''$ East, along the North line of said Parcel 4, a distance of 37.42 feet; thence South $00^{\circ}00'00''$ West, a distance of 233.40 feet; thence North $88^{\circ}49'23''$ West, a distance of 156.83 feet to the most Southeasterly corner of said Parcel 2; thence North $01^{\circ}10'37''$ East, along the East line of said Parcel 2, a distance of 61.99 feet; thence South $88^{\circ}49'23''$ East, along the South line of said Parcels 1 and 2, a distance of 118.13 feet to the Southeast corner of said Parcel 1; thence North $00^{\circ}00'00''$ West, a distance of 171.40 feet to the Point of Beginning.

Containing a net area of 0.37 Acres more or less.



ot Report

Mon Mar 18 14:21:04 2019

ot File: F:\2017\17-185 STOCKTON\gpa and rezone\17-185 exhibits.lot

RD File: F:\2017\17-185 STOCKTON\gpa and rezone\17-185 exhibits.crd

ot: PORTION P4 , Block: , Type: LOT

NT#	Bearing	Distance	Northing	Easting
0			11234.86	7258.48
	S 88°49'23" E	37.42		
2			11234.10	7295.89
	S 00°00'00" W	233.40		
4			11000.69	7295.89
	N 88°49'23" W	156.83		
7			11003.91	7139.10
	N 01°10'37" E	61.99		
8			11065.89	7140.37
	S 88°49'23" E	118.13		
9			11063.46	7258.48
	N 00°00'00" W	171.40		
0			11234.86	7258.48

losure Error Distance> 0.0072 Error Bearing> S 63°30'46" E

losure Precision> 1 in 108147.1 Total Distance> 779.17

rea: 16094.7 Sq. Feet, 0.37 Acres

lock Total Area: 16094.7 Sq. Feet, 0.37 Acres



3-18-19

Resolution No. **2020-05-14-0501-03**

STOCKTON PLANNING COMMISSION

RESOLUTION RECOMMENDING THE CITY COUNCIL APPROVE A REZONE FOR A PORTION OF ASSESSOR PARCEL NUMBER 070-670-32 BY CHANGING THE RESIDENTIAL, HIGH DENSITY ZONING DESIGNATION TO COMMERCIAL, GENERAL FOR THE PROPOSED CAR WASH DEVELOPMENT PROJECT, LOCATED AT THE SOUTHEAST CORNER OF EIGHT MILE ROAD AND THORNTON ROAD (P19-0411)

On October 26, 2017, the Planning Commission approved Resolution 2017-10-26-0501 for development of the 'Thornton Road/Eight Mile Road ARCO Station' project, which proposed a commercial development of approximately 2.1 acres on an approximately 10.1-acre site, with the remaining 8.0 acres available for planned high-density residential development. The project included a car wash; and

On January 23, 2018, the City Council approved an amendment to the General Plan Land Use Map from High Density Residential to Commercial, and an amendment to the Zoning Map from RH (Residential, High Density) to CG (Commercial, General) allowing for the commercial center development project (Resolution 2018-01-23-1502 and Ordinance 2018-01-23-1502); and

The applicant now proposes a Rezone to modify the Zoning Map for a portion of Assessor's Parcel Number 070-670-32 from Residential, High-Density (RH) to Commercial, General (CG) to accommodate a revised site plan including a stand-alone car wash; and

On May 4, 2020, a public notice for the subject application was published in local newspaper in accordance with Stockton Municipal Code (SMC) Section 16.88.030; and

On May 14, 2020, the Planning Commission conducted a public hearing on the application, in compliance with SMC Section 16.116.040(D), at which point all persons wishing to be heard were provided such opportunity; now, therefore,

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF STOCKTON, AS FOLLOW:

- A. The foregoing recitals are true and correct and incorporated by reference.
- B. Based on its review of the entire record herein, the Planning Commission makes the following recommended findings to City Council, pursuant to Municipal Code Section 16.116.050.B.1:
 1. *The proposed amendment ensures and maintains internal consistency with general land uses, objectives, policies, programs, and actions of all elements of the General Plan on balance and would not create any inconsistencies with*

this Development Code.

The proposed Zoning Map Amendment would maintain consistency with applicable General Plan goals and policies, including:

- Commercial land use designation: This land use designation allows for a wide range of retail, service and commercial recreational uses.
- Goal LU-6: Provide for orderly, well-planned and balanced development.

As the proposed amendment concerns the Zoning Map, no inconsistencies with the Development Code text would result.

2. *The proposed amendment will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the City.*

The proposed development would not result in hazard to the public convenience, health, interest, safety or general welfare for people working or residing in the City. The car wash development will be subject to compliance with City development standards and for provision of all necessary infrastructure. All necessary City services will be provided as part of the project, including for Police and Fire protection services.

3. *The proposed amendment complies with the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines.*

A complete CEQA analysis for the development project was performed in completing an Addendum to the original project IS/MND, including updated traffic, noise and air quality analyses. The project would not result in creation of any new potentially significant environmental impacts compared to the original project, though revisions made to the project resulted in reduction in noise impacts, allowing for elimination of two noise Mitigation Measures.

4. *The site would be physically suitable (including access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested zoning designation(s) and anticipated land use developments.*

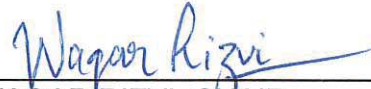
The project site is physically suitable for the proposed development. All necessary on- and off-site roadways, water, wastewater, and storm drainage infrastructure and utilities will be installed by the developer. Development will meet all applicable City standards. There would be no conflict with adjacent land uses due to proper site planning and design.

Planning Commission Action

Based on its review of the entire record herein, including the May 14, 2020, Planning Commission staff report, all supporting, referenced, and incorporated

documents, and all comments received, the Planning Commission hereby recommends that City Council approve a Rezone to modify the Land Use Map for a portion of Assessor's Parcel Number 070-670-32 from Residential, High-Density (RH) to Commercial, General (CG), as shown in Exhibit 1.

PASSED, APPROVED, and ADOPTED May 14, 2020.



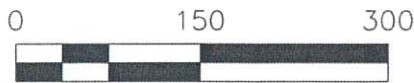
WAQAR RIZVI, CHAIR
City of Stockton Planning Commission

ATTEST:



MICHAEL MCDOWELL, SECRETARY
City of Stockton Planning Commission

REZONE EXHIBIT A-1



NORTHWEST CORNER OF SECTION 5,
TOWNSHIP 2 SOUTH, RANGE 6 EAST,
MOUNT DIABLO BASE AND MERIDIAN.

WEST EIGHT MILE ROAD

ROAD

S 88°49'23" E 37.42'

PARCEL 3

PARCEL 2

PARCEL 1

PARCEL 4

PARCEL MAP COS 18-05, RECORDED IN
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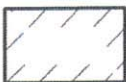
WAY

BREAKER

WAY

MIST

OCEAN



INDICATES PROPOSED REZONE LIMITS, AREA 0.37 ACRES.

DIXON & ASSOCIATES, INC.
LAND SURVEYING

620 DEWITT, #101
CLOVIS, CALIFORNIA, 93612

PH: (559)297-4200 FAX: (559)297-4272

17-185
EIGHT MILE RD

REZONE EXHIBIT A-2Legal Description

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Containing a net area of 0.37 Acres more or less.



Resolution No. **2020-05-14-0501-04**

STOCKTON PLANNING COMMISSION

RESOLUTION APPROVING A USE PERMIT AND DESIGN REVIEW FOR THE PROPOSED CAR WASH DEVELOPMENT PROJECT, LOCATED AT THE SOUTHEAST CORNER OF EIGHT MILE ROAD AND THORNTON ROAD (P19-0411)

On October 26, 2017, the Planning Commission approved Resolution 2017-10-26-0501 for development of the 'Thornton Road/Eight Mile Road ARCO Station' project, which proposed a commercial development of approximately 2.1 acres on an approximately 10.1-acre site, with the remaining 8.0 acres available for planned high-density residential development. The project included a car wash; AND

On January 23, 2018, the City Council approved an amendment to the General Plan Land Use Map from High Density Residential to Commercial, and an amendment to the Zoning Map from RH (Residential, High Density) to CG (Commercial, General) allowing for the commercial center development project (Resolution 2018-01-23-1502 and Ordinance 2018-01-23-1502); and

The applicant now proposes several amendments to the General Plan, Zoning, and environmental document and requests a Use Permit for the proposed modified site plan compared to the original project layout; and

On July 24, 2019, the Architectural Review Committee considered the proposed project, and made recommendations on adjustments to the site plan parking and circulation and access; and

On May 4, 2020, a public notice for the subject application was published in local newspaper in accordance with Stockton Municipal Code (SMC) Section 16.88.030; and

On May 14, 2020, the Planning Commission conducted a public hearing on the application, in compliance with SMC Section 16.116.040(D), at which point all persons wishing to be heard were provided such opportunity; now, therefore,

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF STOCKTON, AS FOLLOW:

- A. The foregoing recitals are true and correct and incorporated by reference.
- B. Based on its review of the entire record herein, the Planning Commission makes the following recommended findings :

Use Permit

1. The subject use is allowed within the proposed CG (Commercial, General) zoning districts, subject to the approval of a Use Permit by the Planning Commission.

2. The subject use, as conditioned, would maintain the integrity and character of the surrounding neighborhood, because the car wash facility has been reviewed by the City's Architectural Review Committee (ARC) and determined to be in compliance with applicable provisions of the City Wide Design Guidelines, as modified by the project applicant.
3. The subject use, as conditioned, would be consistent with the general land uses, objectives policies, and programs of the General Plan. The project site has a General Plan Land Use designation of Commercial and the subject use is consistent with the following General Plan goals and policies:

Policy 4.5 (Land Use- Commercial Area Aesthetics) - The City shall require that new commercial development Incorporate landscaping and good design in accordance with Citywide Design Guidelines. The City's ARC has reviewed and determined that the project's proposed elevations, renderings, and materials are substantially in compliance with applicable provisions of the Citywide Design Review Guidelines; and

Policy 4.10 (Land Use - Commercial Cluster Encouragement/Protection) - The City shall encourage the clustering of commercial uses and discourage the splitting of commercial clusters or centers by arterial roadways. The subject use will be located on the southeast corner of Eight Mile Road and Thornton Road that is served, but not split, by arterial road. The development of the vacant parcel at the above-noted location will allow area residents to purchase a greater variety of merchandise within the commercial center, thereby reducing traffic congestion on neighborhood streets.,

4. The subject site would be physically suitable for the type and density/intensity of the use being proposed, including the provision of services (e.g., sanitation and water), public access, and the absence of physical constraints (e.g., earth movement, flooding, etc.), because the project site will be occupied by a car wash facility that will be provided with adequate services and accesses. The subject development is not hindered by physical constraints.
5. The establishment, maintenance, or operation of the subject use, at the location proposed and for the time period(s) identified, is not expected to endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the subject use, because the use is designed in accordance with City development standards.
6. The design, location, size, and operating characteristics of the subject use are expected to be compatible with existing and future land uses on- site and in the vicinity of the subject property because the planned automated car wash facility is compatible with Commercial designation on the subject site.
7. The subject use must comply with the California Environmental Quality Act

(CEQA) and the City's CEQA Guidelines, because an Initial Study/Final Mitigated Negative Declaration has been prepared and is Intended to provide environmental clearance under CEQA for the Thornton Road/Eight Mile Road ARCO Station Project.

Design Review

1. The proposed development is consistent with all applicable provisions of this Development Code and other applicable City ordinance, because the proposal is consistent with the Citywide Design Guidelines that are used to meet the requirements of Design Review as outlined in SMC section 16.120.020 B.
2. The general design, including the character, quality, and scale of design are consistent with the purpose/intent of this chapter and the Guidelines and other design guidelines that may be adopted by the City, because the Architectural Review Committee (ARC) has reviewed the car wash facility building, parking areas, access uses, and architectural design in comprehensive manner. The car wash will incorporate high quality, durable materials and provide an efficient site layout to serve the surrounding neighborhood.
3. The architectural design of structure and their materials and colors are visually compatible with surrounding development. Design elements and have been incorporated into the project to further ensure its compatibility with the character and uses of adjacent development, and/or between the different types of uses in a mixed use development, because the subject project addressed site context in the site plan and materials palettes as determined by ARC. The architectural style and layout would be compatible with other buildings in the same commercial center.
4. The location and configuration of structure is compatible with the site and with surrounding sites and structures and would not unnecessarily block views from other structures or dominate their surroundings, because the commercial structure on the subject site will be located at the southeast corner of Eight Mile Road and Thornton Road (open vacant land). The configuration of the building would not block or dominate the surroundings.
5. The general landscape design, including the color, coverage, location, size, texture, and type of plant materials, provisions for irrigation, planned maintenance and protection of landscape elements have been considered to ensure visual relief, to complement structures, and to provide an attractive environment, because the proposed landscape design will provide the extensive use of landscaping to enhance views of the site by screening unattractive elements such as trash enclosures, drive lane and parking areas.
6. The design and layout of the proposed project will not interfere with the use and enjoyment of neighboring existing or future development and will not result in vehicular or pedestrian hazards, because the developer will install raised medians on Eight Mile Road and Thornton Road along the project's site frontage to prevent vehicles from making left turns to the commercial site. The subject site with the installation of the barriers will not result in vehicular or pedestrian hazards.

7. The building design and related site plans, including on-site parking, has been designed and integrated to ensure the intended use will best serve the potential users or patrons of the site, because the City staff has reviewed the site plan to ensure that the plans comply with the City Codes and provide the best serve to the patrons of the site.
8. Special requirements or standards have been adequately incorporated, when applicable, into the building and/or site design (e.g., American Disabilities Act regulations, historic preservation, mitigation measures, open space, utilities, etc., because other standards will be reviewed by individual departments during plan check with Building Life and Safety Division.

Planning Commission Action

Based on its review of the entire record herein, including the May 14, 2020, Planning Commission staff report, all supporting, referenced, and incorporated documents, and all comments received, the Planning Commission hereby approves the Use Permit and Design Review for the P19-0411 project, subject to the following conditions of approval, and contingent upon City Council approval of the project's proposed General Plan Amendment and Rezone:

Conditions of Approval (Standard)

1. The Project approved by this action shall conform to the site plan and elevations included as Exhibit 1.
2. Changes to this approval shall be reviewed under Stockton Municipal Code Chapter 16.04 (Changes to an Approved Project).
3. Plans submitted for purposes of obtaining building permit(s) shall reflect compliance with Development Code section 16.56.040 (Landscape Standards).
4. Plans submitted for purposes of building permit(s) shall reflect compliance with the American Disabilities Act and standards at Development Code Table 2-3, including all other aspects of Municipal Code Title 16 (Development Code), as applicable.
5. The use shall be carried out in compliance with all applicable Federal, State, County and City codes, regulations and adopted standards and pay all applicable fees.
6. Compliance with these conditions is mandatory. Failure to comply with these conditions is unlawful, constitutes a public nuisance, and is subject to the remedies and penalties identified in the Stockton Municipal Code, including but not limited to, monetary fines and revocation or modification of said Design Review Approval.
7. The permit shall not become effective until and unless the City Council authorizes the General Plan Amendment and Zoning Map Amendment included with this application.

8. This approval shall be come void unless the required building permit(s) is submitted within 12 months of the approval effective date. An extension may be requested in accordance with SMC section 16.120.080(D).

Conditions of Approval (Project-Specific)

9. All previous conditions of approval pursuant to Planning Commission Resolution 2017-10-26-0501 shall continue to apply to the car wash project (P19-0411), as applicable.
10. The project must install and coordinate applicable bike facility striping per the Bike master plan and City bike project planned along eight-mile road. Alternatively, the project may pay applicable p share amount for the bike facility.
11. The applicant shall submit to the City and record a lot line adjustment application per the proposed car wash parcel configuration prior to the issuance of a grading permit and building permit.
12. Provide a curb, railing, truncated domes, or other approved detectable warnings for the full length of the accessible route that requires travel adjacent to the drive aisles. Provide truncated domes where the accessible route crosses vehicular traffic.
13. Where one accessible stall is provided it shall be van accessible with a width of 12' and a 5- foot wide access aisle.
14. The trash enclosure shall be located on an accessible route.
15. Specify the location of the required sand/oil separator for the car wash on the final site plan.

PASSED, APPROVED, and ADOPTED May 14, 2020.



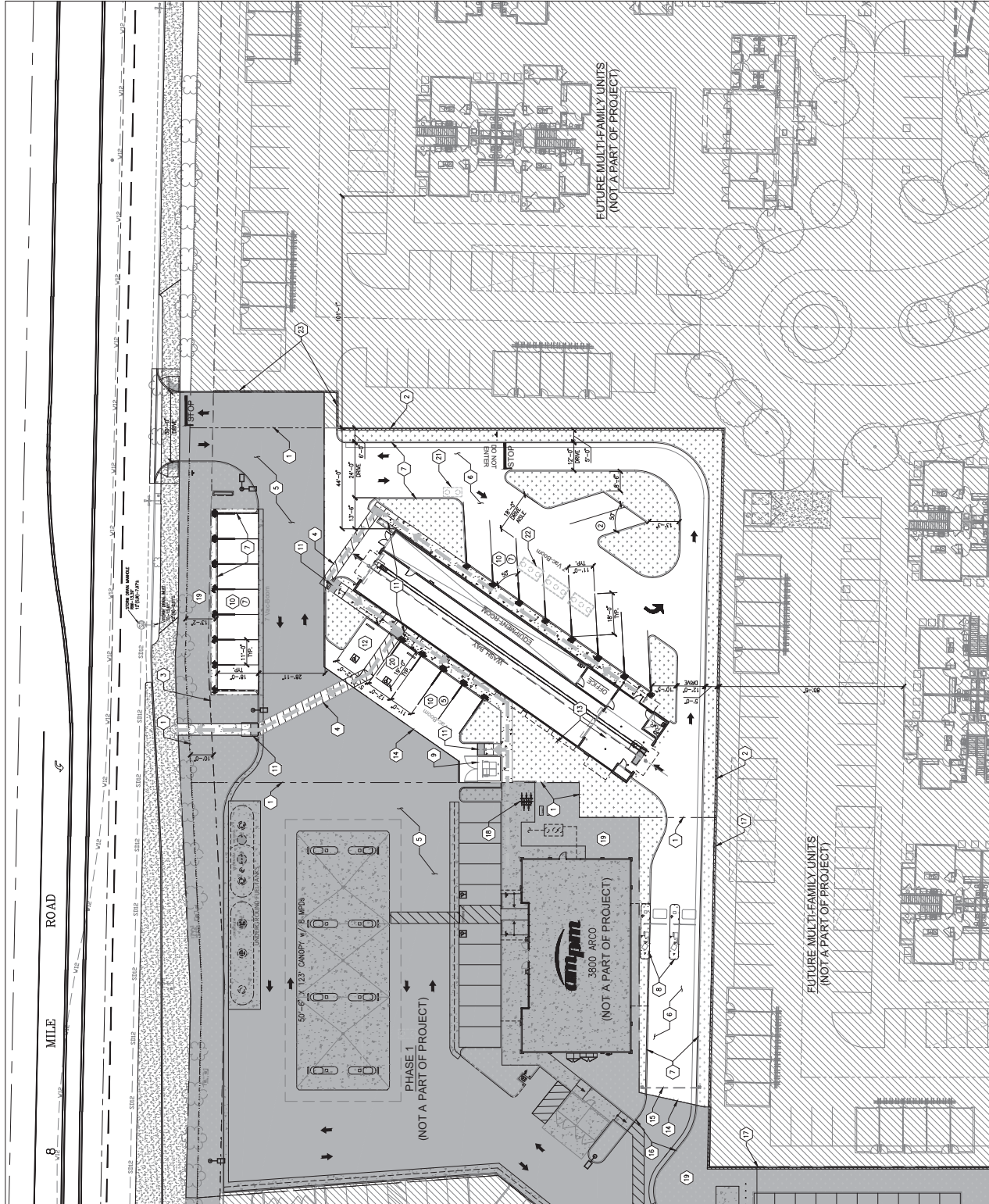
WAQAR RIZVI, CHAIR
City of Stockton Planning Commission

ATTEST:



MICHAEL MCDOWELL, SECRETARY
City of Stockton Planning Commission

Use Permit - Exhibit 1



1 SITE PLAN
SCALE 1" = 20'-0"



ORIGINAL SHEET SIZE
8 1/2" X 11"

A2

SHEET

SITE PLAN

ATTACHMENT

DATE: 02/20/20

PROJECT: 17285-2

DRWN: DN

REVISED:

SITE LEGEND

- FUEL STATION (A.I.C.)
- FUTURE RESTAURANT & MULTIFAMILY UNITS (A.I.C.)
- NEW CONCRETE AND WALKS
- NEW LANDSCAPE
- PARKING/VACUUM STALL COUNT
- SITE LIGHTING
- PATH OF TRAVEL

KEYED NOTES

- 1 PROPERTY LINE
- 2 NEW 8' HIGH CMU SCREEN WALL ALONG PROPERTY LINE
- 3 LINE OF PUBLIC UTILITY EASEMENT
- 4 NEW ACCESSIBLE PATH OF TRAVEL STRIPING
- 5 EXISTING ASPHALT CONCRETE PAVEMENT
- 6 NEW ASPHALT CONCRETE PAVEMENT
- 7 NEW CONCRETE CURB, TYP.
- 8 NEW PAY STATION
- 9 NEW TRASH ENCLOSURE
- 10 NEW VACUUM STATIONS
- 11 NEW ACCESSIBLE RAMP
- 12 NEW VAN ACCESSIBLE PARKING STALL
- 13 NEW WALK ACCESSIBLE LINE ABOVE ROOFCANOPY LINE ABOVE
- 14 EXISTING EDGE OF PAVEMENT, PROVIDE SMOOTH TRANSITION BETWEEN EXISTING AND NEW PAVEMENT.
- 15 NEW OVERHEIGHT WARNING BAR
- 16 EXISTING CURB
- 17 EXISTING 8' HIGH CMU SCREEN WALL
- 18 EXISTING BIKE PARKING
- 19 EXISTING LANDSCAPE
- 20 NEW ACCESSIBLE VACUUM STATION
- 21 OIL/WATER SEPARATOR
- 22 CAR WASH UNDERGROUND WATER RECLAIM SYSTEM PROPOSED 8' HIGH CMU WALL ON THE APARTMENT PROPERTY FOR SOUND MITIGATION.
- 23

PARKING DATA:
CHAPTER 6, TABLE 3-9)

REQUIRED:
FULL SERVICE CAR WASH
(3 PER WASH LANE)
TOTAL REQUIRED: = 3 SPACES

PROVIDED:
ACCESSIBLE SPACE (12X19)
STANDARD SPACE (9X18)
VACUUM ACCESSIBLE SPACE (12X19)
VACUUM SPACE (11X16)
TOTAL PROVIDED: = 21 SPACES

NOT FOR CONSTRUCTION

CHARLES NATLAND, ARCHITECT
1450 HARBOR BLVD., SUITE A
WEST SACRAMENTO, CA 95691
(916) 221-0881
WWW.CSNAP.COM

ELITE CARWASH
SEC 8 MILE RD AND THORNTON RD
STOCKTON CA

CSHA INC.

Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION ADOPTING AN ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PLAN FOR THE PROPOSED CAR WASH DEVELOPMENT PROJECT, LOCATED AT THE SOUTHEAST CORNER OF EIGHT MILE ROAD AND THORNTON ROAD (P19-0411)

On January 23, 2018, the City Council adopted Resolution No. 2018-01-23-1502 and, in doing so, adopted a Mitigated Negative Declaration (MND) in accordance with the California Environmental Quality Act (CEQA) for a commercial development project located at the southeast corner of Eight Mile Road and Thornton Road, including amendments to the General Plan Land Use Map and Zoning Map; and

The applicant now proposes changes to the previously approved project, including a General Plan Amendment for 0.37 acres from High-Density Residential to Commercial; Rezoning from Residential, High-Density (RH) to Commercial, General (CG); Use Permit; and Design Review to allow construction and operation of an automated car wash based on a modified site plan compared to the original project layout; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON AS FOLLOWS:

1. Pursuant to California Environmental Quality Act Guidelines section 15164, the City council has considered the above changes to the originally approved project under CEQA Guidelines section 15162 and determined that there is no substantial evidence that the project, as revised, would have a significant effect beyond which was identified in the previously adopted MND. Therefore, a Subsequent MND is not required pursuant to CEQA and this Addendum was, instead, prepared in accordance with CEQA Guidelines section 15164 as the appropriate environmental document.

2. The Addendum contains minor revisions to the adopted IS/MND, including a detailed description of changes in the project and the environmental effects resulting from those changes (which include the freestanding car wash facility, and corresponding minor reduction in the size of the adjoining future multi-family residential development). The Addendum also documents the basis for a revision to a previously adopted mitigation measure relating to the topic of noise. A copy of the Addendum is provided as an exhibit to this Resolution and is incorporated by this reference.

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3. Based on its review of the entire record herein, including the accompanying staff report, all supporting, referenced, and incorporated documents, and all comments received, the City Council hereby adopts an Addendum to the Mitigated Negative Declaration and Mitigation Monitoring Plan included as Exhibit 1, and incorporated by this reference.

PASSED, APPROVED, and ADOPTED July 28, 2020.

MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

ADDENDUM

TO THE

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

FOR THE

THORNTON ROAD/EIGHT MILE ROAD
PROPOSED DRIVE-THROUGH CAR WASH
FACILITY PROJECT (P19-0411)

STATE CLEARINGHOUSE NO.: 2017082056
CITY OF STOCKTON, CA

Prepared for:
CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPARTMENT
345 N. El Dorado Street
Stockton, CA 95202
(209) 937-8561

November 2019

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1.0 INTRODUCTION

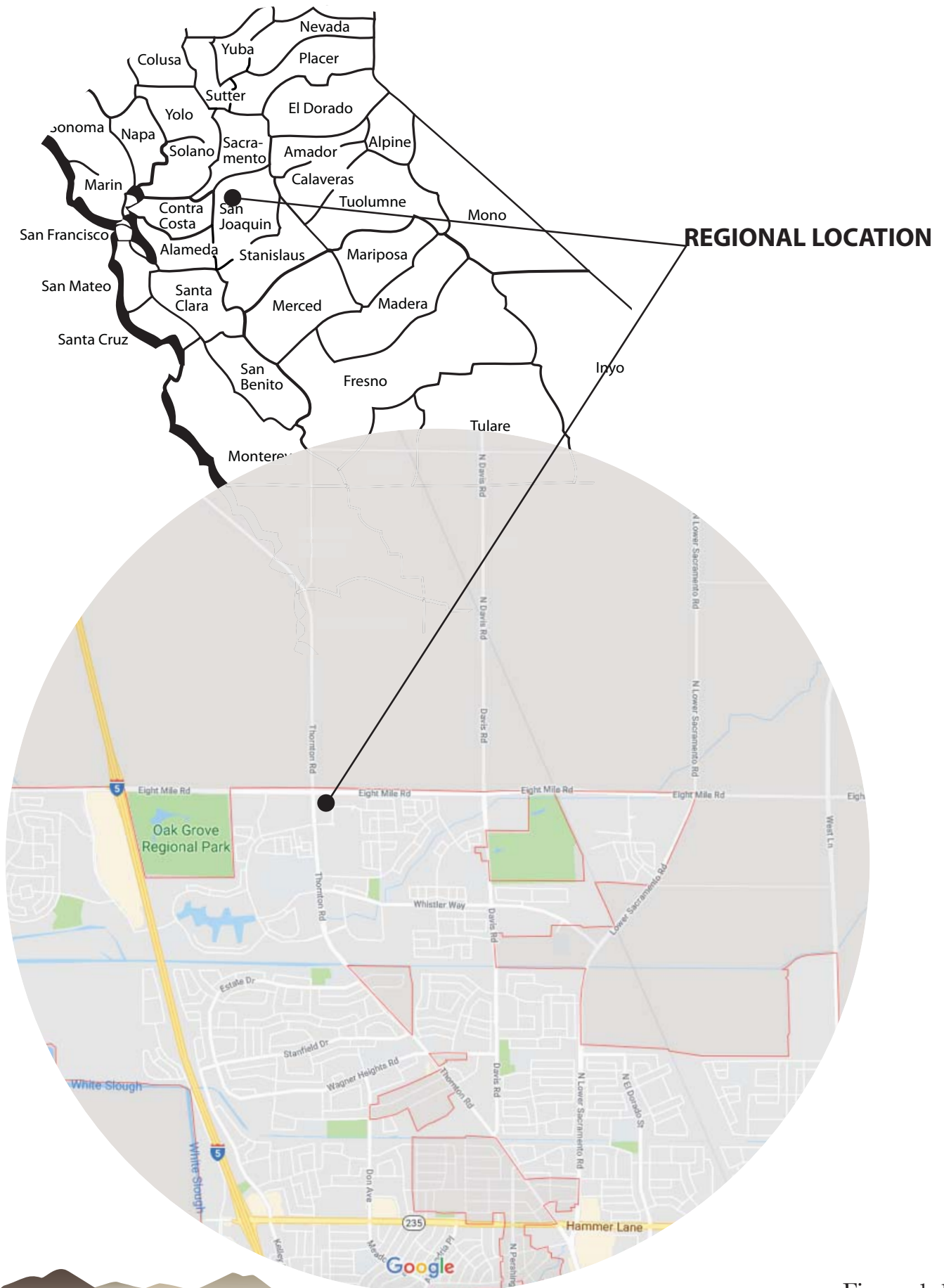
In 2017, the City of Stockton (City) approved development of the Thornton Road/Eight Mile Road ARCO Station project (“the project”). The project proposed a commercial development of approximately 2.11 acres on an approximately 10.09-acre site (Figures 1-1 through 1-5), with the remaining 7.98 acres available for future high-density residential development. The proposed commercial development in the western portion of the project site consisted of an ARCO AM/PM fueling station with a convenience store and an automated car wash structure, a fast-food restaurant, and a retail building. In accordance with the California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project and was circulated for public and agency review. The IS/MND was adopted by the Stockton City Council prior to project approval on January 23, 2018.

Since the IS/MND was adopted and the project was approved, the project applicant has proposed changes to the commercial development. The approved car wash would become a larger, stand-alone facility, which would be separated from the convenience store located in the southeast corner of the commercial area. Also, the proposed retail building would be eliminated. All other components of the commercial development would remain the same.

This document is an Addendum to the adopted IS/MND, which is hereby incorporated by reference. A copy of the adopted IS/MND may be reviewed at the Stockton Community Development Department office at 345 N. El Dorado Street in Stockton or online at <http://www.stocktongov.com/government/departments/communityDevelop/cdPlanEnv.html>.

This Addendum addresses the potential environmental effects of proposed project modifications under CEQA. The Addendum contains minor revisions to the adopted IS/MND, including a detailed description of changes in the project and the environmental effects resulting from those changes. The Addendum does not identify any new or substantially more severe environmental effects than were identified in the adopted IS/MND, nor does it identify the need for new or more effective mitigation measures than those described in the adopted IS/MND.

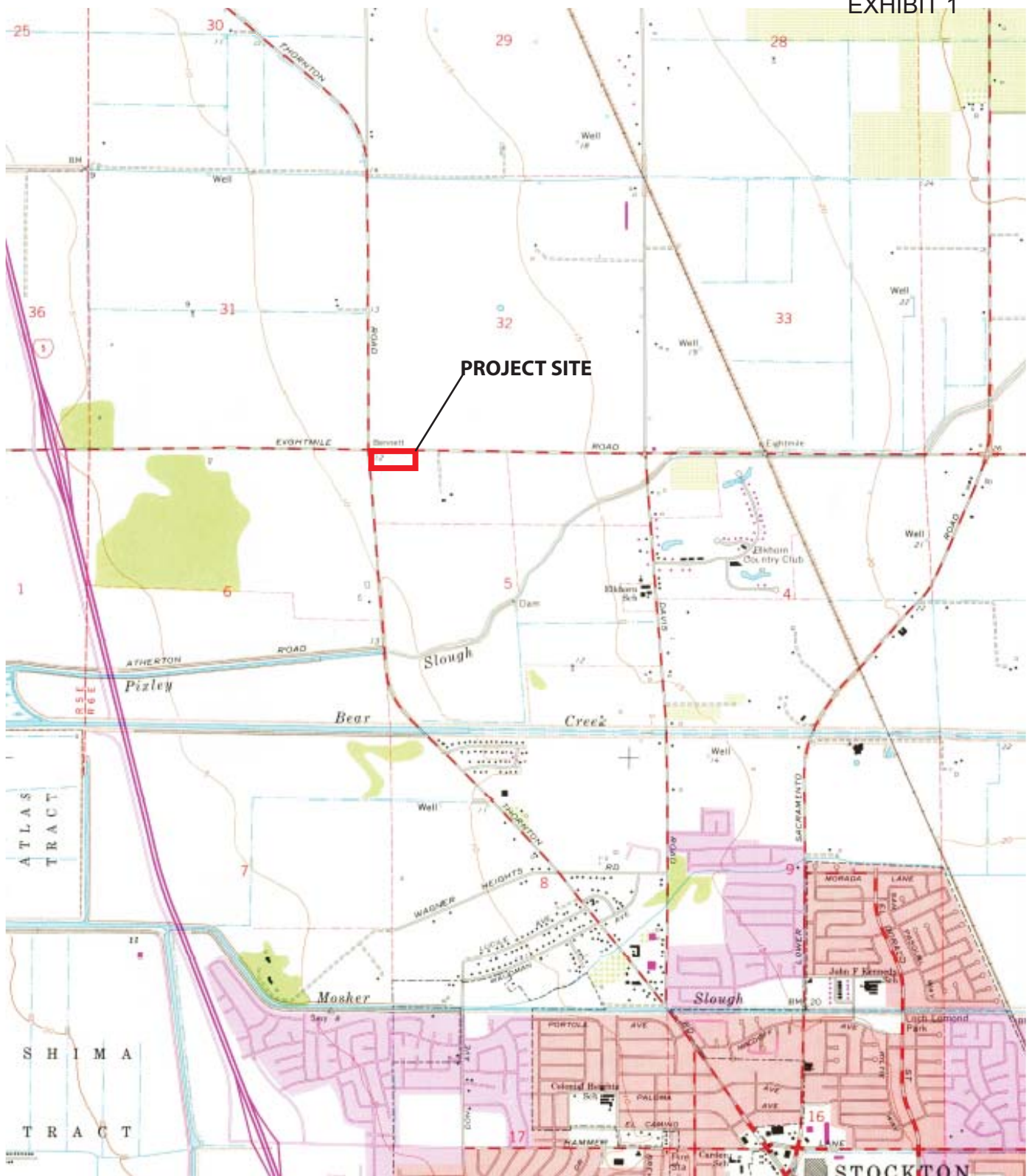
As required by CEQA, the City adopted a Mitigation Monitoring and Reporting Program (MMRP) prior to adopting the IS/MND and approving the project. The MMRP, available in Appendix A of this Addendum, describes the mitigation measures that are required to be implemented by the project throughout its construction and operation. Since the modified project will not result in new or substantially more severe environmental effects, or require new or more effective mitigation measures, the adopted MMRP remains applicable to the project.



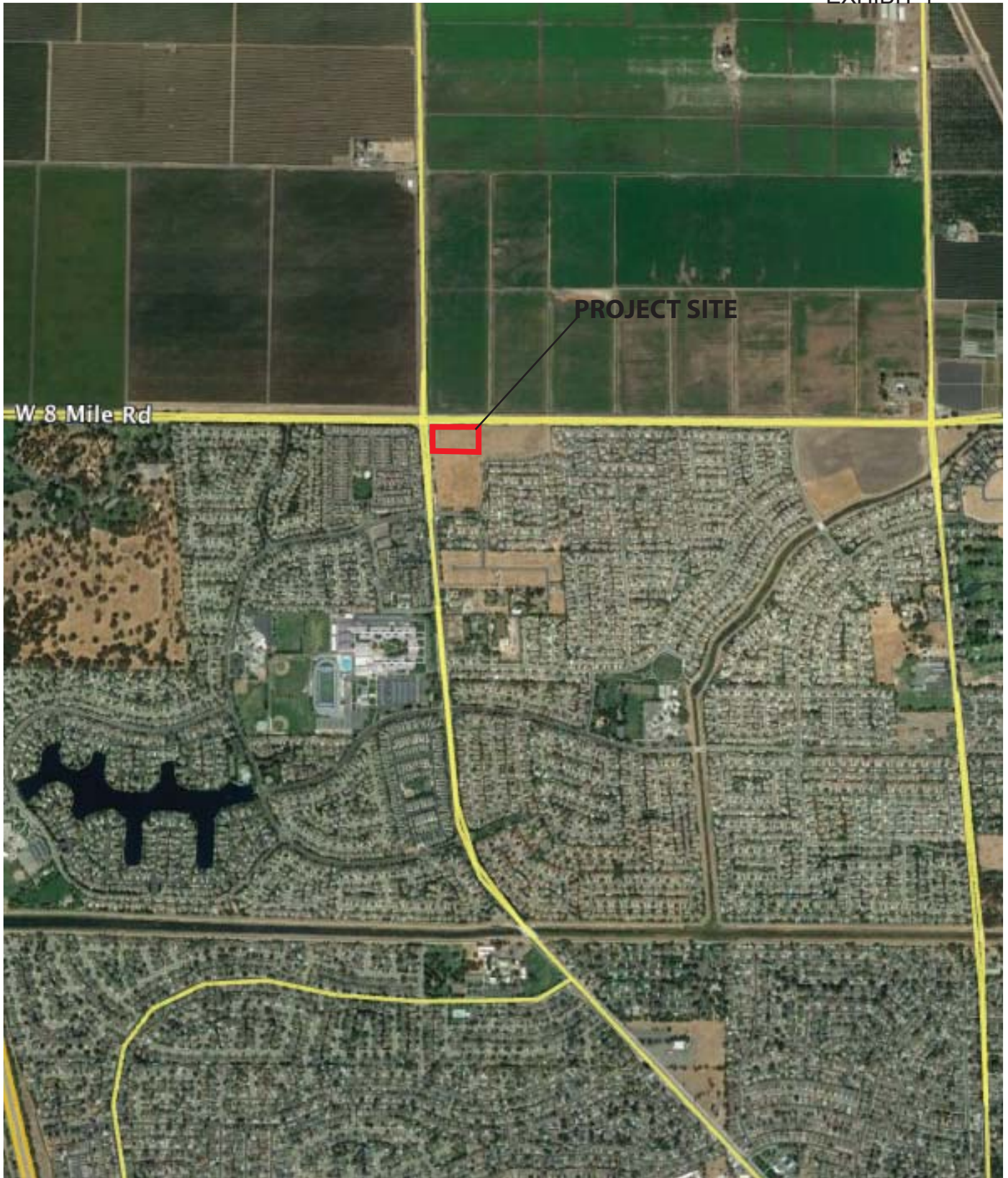
REGIONAL LOCATION



PROJECT SITE



SOURCE: Lodi South 7.5 Minute Quadrangle Map



SOURCE: Google Earth

2.0 CEQA PROVISIONS RELATED TO THE ADDENDUM

In general, the certification of an EIR or the adoption of a Negative Declaration or Mitigated Negative Declaration closes the CEQA review process for a project. However, when there are changes to a project or its circumstances that require revisions to the CEQA document, CEQA offers options to streamline the subsequent environmental review. These include preparation of a subsequent EIR or Negative Declaration, a supplement to an EIR, or an addendum to the previous document. CEQA Guidelines Section 15162 describes the conditions under which a subsequent CEQA document shall be prepared. Section 15164 describes when use of an Addendum is appropriate, with reference to Sections 15162.

CEQA Guidelines Section 15162(a) states that once an EIR has been certified or a Negative Declaration has been adopted for a project, no subsequent CEQA documentation shall be prepared for that project unless the lead agency determines one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found to be not feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164 provides that an addendum may be used to make "minor technical changes or additions" that are necessary to assure that the adopted IS/MND is "adequate under CEQA," provided that no new important "issues about the significant effects on the environment" are raised. The provisions of Section 15164 are outlined below.

- (a) [Refers only to EIRs]
- (b) An addendum to an adopted negative declaration may be prepared if only minor changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As is discussed in this document, the revisions to the approved project do not meet any of the criteria of CEQA Guidelines Section 15162; therefore, preparation of a subsequent document (e.g., new Negative Declaration) is not required. The project changes would not have any significant effects that were not discussed in the adopted IS/MND, and none of the significant effects identified in the adopted IS/MND would be substantially more severe than were described for the approved project. Also, all the effects identified as potentially significant in the adopted IS/MND can be reduced to a level that would be less than significant with application of the mitigation measures described in the adopted IS/MND, which were agreed to by the project applicant. No additional mitigation measures would be required.

3.0 CHANGES IN PROPOSED PROJECT AND/OR ITS CIRCUMSTANCES

This chapter generally describes the Thornton Road/Eight Mile Road ARCO Station project and discusses whether any changes to the Project Description or to the circumstances surrounding the project as they relate to the proposed project changes would be considered “major,” consistent with the criteria set forth in CEQA Guidelines Section 15162. These changes are considered in Chapter 4.0 to determine whether any new environmental impacts would occur or if previously identified significant impacts would be substantially more severe. In each section of Chapters 3.0 and 4.0, a summary of conditions as described in the adopted IS/MND is presented, along with any changes to the project or the circumstances under which the project would be undertaken. The changes are then evaluated as to whether they would be substantial enough to warrant additional CEQA review.

3.1 CHANGES TO IS/MND CHAPTER 1.0 INTRODUCTION

Chapter 1.0 in the adopted IS/MND provided an overview of the Thornton Road/Eight Mile Road ARCO Station project, the type and use of the IS/MND, the IS/MND organization, and the CEQA process for the IS/MND. Since adoption of the IS/MND, the following actions were approved by the City Council on January 23, 2018:

- The City of Stockton General Plan designation on the commercial development area outlined in the approved project was changed from High Density Residential to Commercial (Resolution 2018-01-23-1502).
- The zoning of the commercial development area outlined in the approved project was changed from RH (Residential, High Density) to CG (Commercial, General) (Ordinance 2018-01-23-1502).
- A Precise Road Plan Amendment to the Eight Mile Road Specific Plan was approved to create a right-in and right-out driveway on Eight Mile Road, along with relinquishment of access restriction on Eight Mile Road (Resolution 2018-01-23-1502).
- A relinquishment of access restriction on Thornton Road was approved to allow a right-in and right-out driveway on Thornton Road. Also, a Design Review for all buildings proposed on the site was approved (Resolution 2018-01-23-1502).

The following Use Permit and Tentative Parcel map were approved by the Planning Commission on October 26, 2017:

- A Use Permit was approved to allow the establishment of a gasoline station and convenience store with the off-sale of beer and wine (Resolution 2017-10-26-0501).

- A Parcel Map subdividing the project site into four parcels was approved by the City and was recorded by San Joaquin County. Three of the parcels cover the proposed commercial area, while the fourth parcel includes the area planned for future residential development (Resolution 2017-10-26-0501).

The portion of the project site originally proposed for a fast-food restaurant has been sold to another property owner. The restaurant site is within the northern portion of Parcel 3 of the Parcel Map. A building permit for a fast-food restaurant (Burger King) on this site was submitted to the Building and Safety Division. A Design Review application has been submitted to Planning and Engineer Service Division for processing. This Addendum considers the potential impacts of development of the fast-food restaurant as it was considered in the adopted IS/MND.

The above-described changes are within the scope of the project as described in the adopted IS/MND.

3.2 CHANGES TO IS/MND CHAPTER 2.0 PROJECT DESCRIPTION

Project as Originally Approved

The approved Thornton Road/Eight Mile Road ARCO Station project is described in detail in the adopted IS/MND. In summary, the approved project proposed to construct an ARCO fueling station and other commercial structures on 2.11 acres of an approximately 10.09-acre site at the intersection of Eight Mile Road and Thornton Road in north Stockton.

The project included three commercial structures: an ARCO gasoline station and AM/PM convenience store of approximately 3,799 square feet, a fast-food restaurant of approximately 3,462 square feet, and a retail building of approximately 4,000 square feet. The gasoline station would have 16 fuel dispensing pumps. A car wash would be attached to the convenience store building, and the fast-food restaurant would have a drive-through. Access would be provided from both Thornton Road and Eight Mile Road.

The remaining 7.98 acres were not proposed for development as part of the project, but they were designated for high-density residential development by the Stockton General Plan. For the purposes of the prior CEQA analysis, it was assumed that a residential complex consisting of three-story structures totaling 234 units – the maximum number of units that could be developed under the existing High Density Residential land use designation – ultimately would be constructed on this portion of the project site.

Proposed Land Use Actions

The project proposes an expansion of the southeastern and eastern portions of the commercial development area by approximately 0.37 acres to accommodate the proposed development shown in the revised site plan (Figure 3-1) resulting in total commercial development of 2.48 acres, an approximately 17.5% increase from the proposed project. As noted in Section 3.1 above, changes were made to the General Plan and zoning. The proposed expansion would require a new General Plan amendment and to match those granted to the approved commercial development. Figures 3-2 and 3-3 depict the proposed

General Plan amendment and zoning map amendment, respectively. An Administrative Use Permit and Design Review are required to allow the establishment of a proposed drive-through car wash facility. In addition, a lot line adjustment to the recently recorded Parcel Map is proposed to accommodate the expanded commercial area.

With the proposed commercial area expansion, approximately 7.61 acres would remain available on the parcel for future high-density residential development. Based on the maximum allowable 29 dwelling units per acre under the High Density Residential designation, the total maximum number of dwelling units that could be developed is 223 units, a decrease from 234 units considered in the adopted IS/MND. For analytical purposes, this Addendum assumes 223 units would be constructed. Otherwise, conditions related to the potential future high-density residential development would be the same as described in the adopted IS/MND.

Revised Site Development Plan

The project proposes changes in approved land uses in the commercial area (see Figure 3-1). The 4,000-square foot retail building originally proposed east of the convenience store has been eliminated. The ARCO AM/PM fueling station/convenience store would remain in the same place as under the approved site plan. The area for the approved fast-food restaurant remains available, although development is not specified on the revised site plan, and the area is no longer owned by the project applicant. As noted, a building permit for a fast-food restaurant on this area has been submitted, so this portion of the CEQA analysis has not changed. Access to the commercial project site would still be provided by one driveway each from Thornton Road and Eight Mile Road.

The car wash, which was originally proposed as an attachment to the fueling station/convenience store, would become a larger, stand-alone, drive-through facility and would be relocated to the eastern portion of the commercial development area. The car wash facility, with an approximate 4,978 square-foot footprint, would be a “tunnel” car wash, an enclosed structure with a 140-foot conveyor to move vehicles through the wash process from one end to the other; the structure would contain washing, waxing, rinsing, and drying equipment. The car wash would have a water reclamation system installed underground. Seven vacuum stations with parking spaces would be located adjacent to and southeast of the car wash facility, and four vacuum stations with parking spaces would be adjacent to and northwest of the facility. Additionally, seven vacuum stations with parking spaces would be installed north of the car wash facility near Eight Mile Road.

Access to the project site would remain as described in the adopted IS/MND – one driveway from Thornton Road and one driveway from Eight Mile Road. The Eight Mile access would be consistent with the Eight Mile Road Precise Road Plan as amended on January 23, 2018.

Table 3-1 provides a summary of permits and approvals that would be required for the project. Some of the previous approvals that applied to the original project remain valid for the revised project, such as the Eight Mile Road Precise Road Plan amendment, access restriction relinquishments along Eight Mile Road and Thornton Road, and the Use Permit for the gasoline station/convenience store.

TABLE 3-1
REQUIRED PERMITS AND APPROVALS

Agency	Permit/Approval
City of Stockton, City Council	Adoption of General Plan Amendment Adoption of change to zoning map Approval of Lot Line Adjustment
City of Stockton, Planning Commission	Recommendations to the City Council if required
City of Stockton, Community Development Department	Approval of site plan Design Review
City of Stockton, Municipal Utilities Department	Approval of construction and connection plans, project specifications
City of Stockton, Department of Public Works	Encroachment permit for construction in City roads
San Joaquin Valley Air Pollution Control District	Review and approval of fuel tanks and pumps

3.3 CHANGES TO IS/MND CHAPTER 3.0 ENVIRONMENTAL CHECKLIST FORM

Changes to the environmental setting of the project, other than those described above, or to the potential environmental effects and mitigation measures of the project, are described in detail in Chapter 4.0 of this Addendum. In summary, after detailed review, no environmental impacts related to the revised project that were not adequately addressed in the adopted IS/MND were identified, and the revised project would not cause any substantial increase in the severity of impacts described in the adopted IS/MND. However, based on project revisions and results of a noise assessment of the revised project, existing noise mitigation measures in the adopted IS/MND have been modified.

3.4 CHANGES TO IS/MND CHAPTER 4.0 SOURCES

Add the following references:

Bollard Acoustical Consultants. 2019. Environmental Noise Assessment, ARCO AM/PM Car Wash at West Eight Mile Road & Thornton Road, Stockton, California. November 7, 2019.

- California Air Resources Board (ARB). 2017. The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California’s 2030 Greenhouse Gas Target (draft). January 20, 2017.
- _____. 2018. California Greenhouse Gas Emission Inventory: 2000-2016. 2018 Edition.
- California Department of Finance. 2018. Report E-5 - Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2018, with 2010 Benchmark. Released May 1, 2018.
- California Department of Forestry and Fire Protection (Cal Fire). 2007. Draft Fire Hazard Severity Zones in LRA, San Joaquin County (map). October 2, 2007.
- California Energy Commission. 2012. 2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. May 2012.
- _____. 2018a. 2017 Integrated Energy Policy Report. CEC-100-2017-001-C. February 2018.
- _____. 2018b. Electricity Consumption by County – San Joaquin County. Available online at ecdms.energy.ca.gov/elecbycounty.aspx. Accessed July 26, 2018.
- _____. 2018c. Gas Consumption by County – San Joaquin County. Available online at ecdms.energy.ca.gov/gasbycounty.aspx. Accessed July 26, 2018.
- City of Stockton. 2014. City of Stockton Climate Action Plan. Prepared by ICF International. Adopted December 2014.
- _____. 2018. Envision Stockton 2040 General Plan Update and Utility Master Plan Supplements Draft EIR. Prepared by PlaceWorks. June 2018.
- Coffman Associates, Inc. 2009. Airport Land Use Compatibility Plan Update, San Joaquin County Aviation System, San Joaquin County, California. July 2009.
- _____. 2016. Airport Land Use Compatibility Plan Update for Stockton Metropolitan Airport. May 2016.
- KD Anderson and Associates. 2019a. Eight Mile Road & Thornton Road Convenience Center Project Revision – Traffic Analysis. March 15, 2019.
- _____. 2019b. Eight Mile Road & Thornton Road Convenience Center Project Revision – Eight Mile Road Precise Roadway Plan Amendment Traffic Analysis. March 15, 2019.
- U.S. Energy Information Administration (EIA). 2017. California State Energy Profile. Last updated October 19, 2017.

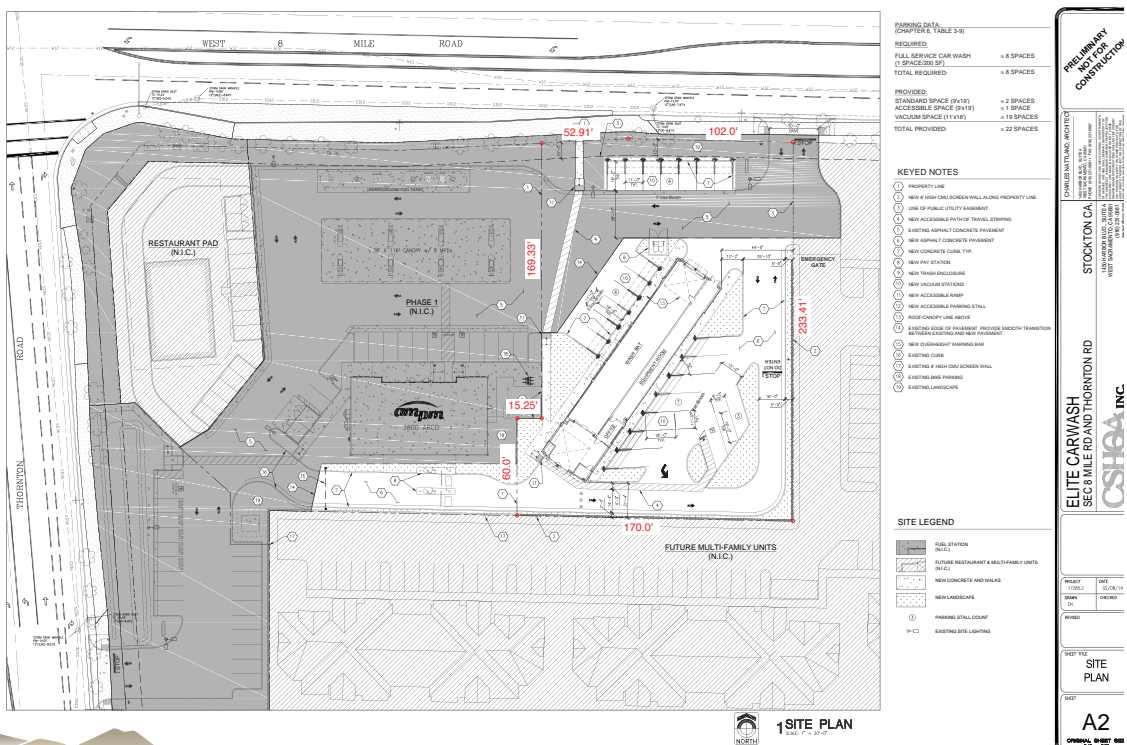
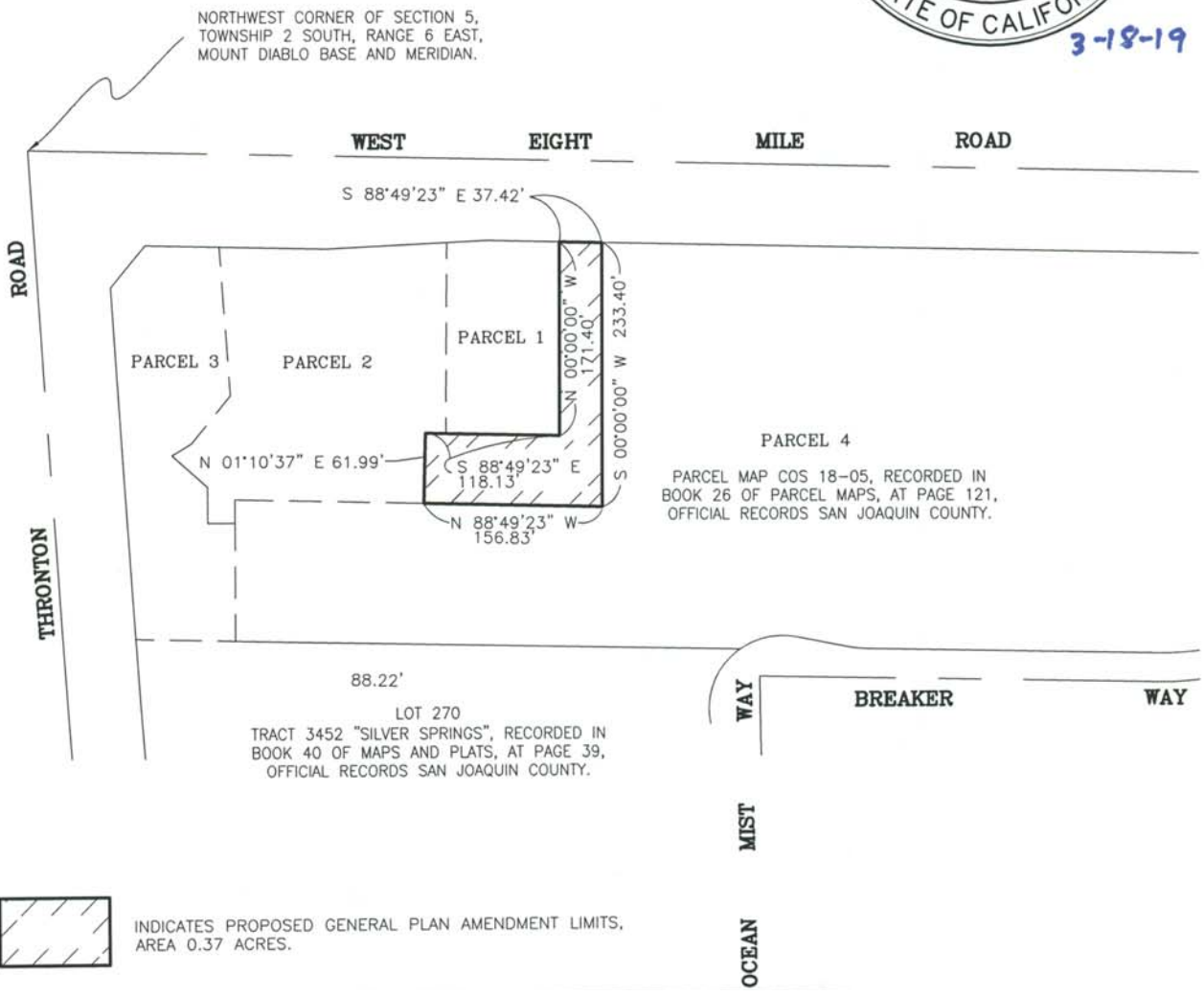
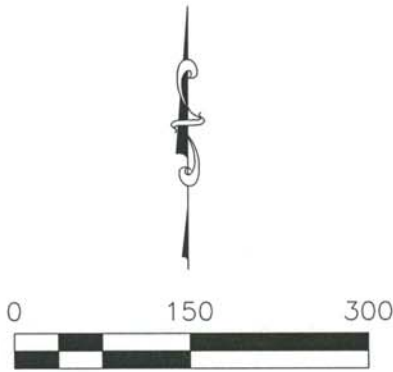


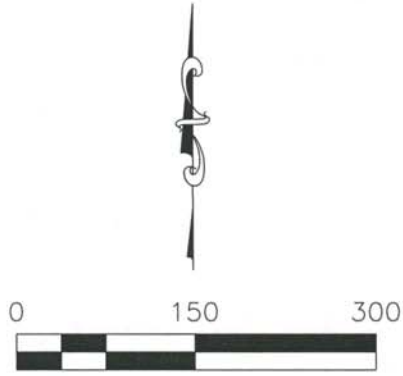
Figure 3-1
REVISED SITE PLAN



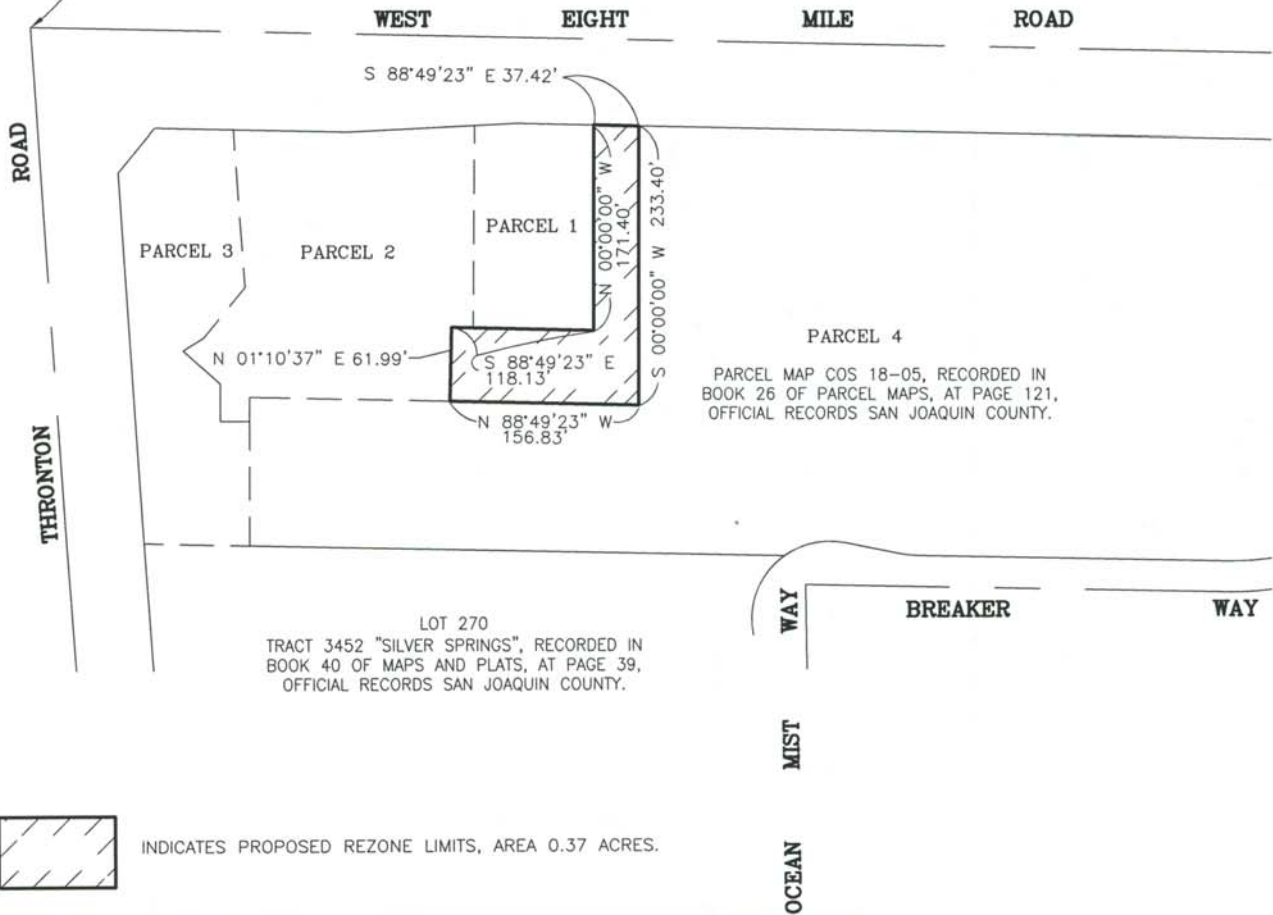
SOURCE: Dixon and Associates



Figure 3-3
PROPOSED GENERAL PLAN AMENDMENT



NORTHWEST CORNER OF SECTION 5,
TOWNSHIP 2 SOUTH, RANGE 6 EAST,
MOUNT DIABLO BASE AND MERIDIAN.



SOURCE: Dixon and Associates, Inc.



Figure 3-3
ZONING MAP AMENDMENT

4.0 POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE REVISED PROJECT

The City has considered the potential environmental effects of the revised Thornton Road/Eight Mile Road ARCO project in comparison to the effects described in the adopted IS/MND. The checklist below indicates the City's analysis and conclusions regarding the potential environmental effects of the revised project for each environmental issue required to be discussed by the latest version of the CEQA Guidelines. The significance findings are shown in the check boxes for each issue area, using the Initial Study checklist in CEQA Guidelines Appendix G. Entries in the check boxes signify the following:

NC – No changes in impact analysis as presented in adopted IS/MND. This includes impacts for which mitigation measures were prescribed if the mitigation measures remain applicable.

LS – Minor changes that would have less of an environmental impact than either analyzed in the adopted IS/MND or would have less of an environmental impact in general.

The positioning of these entries indicates the impacts of the revised project; e.g., an entry in the No Impact column indicates that the revised project would have no impact on the environmental issue analyzed. As described in this chapter, none of the impacts described in this Addendum would be new or more severe than those identified in the adopted IS/MND.

Since adoption of the project IS/MND, the checklist in CEQA Guidelines Appendix G has been revised to include two new environmental issues – Energy and Wildfire. Other environmental issues in the checklist remain the same; however, some of the questions associated with these issues have been revised or eliminated. Issues on the updated checklist are considered in this Addendum; however, no new or more severe impacts were identified as a result.

4.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				NC
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				NC
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			NC	
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?		NC		

NARRATIVE DISCUSSION

Environmental Setting

The setting for aesthetic issues is the same as that described in the adopted IS/MND. The parcel remains vacant and contains only ruderal vegetation.

Environmental Impacts and Mitigation Measures

a) Scenic Vistas.

The adopted IS/MND stated that scenic vistas impacts would be less than significant. While the revised project would increase the footprint and change its configuration, it would not substantially change the building height. The result of the revised project would be an urban commercial development of approximately the same size and design. As with the approved project, the revised project would have no impact on scenic vistas.

b) Scenic Resources.

The adopted IS/MND stated that there are no identified scenic resources or scenic routes in the project vicinity. As with the approved project, the revised project would have physical effects on the existing aesthetic environment but no impact on scenic resources.

c) Visual Character and Quality.

The adopted IS/MND concluded that visual impacts would be less than significant. This was based on the finding that commercial development would improve the aesthetics of

the vacant project site, and both commercial and future residential development would be subject to the City’s Design Review process to ensure compliance with the Citywide Design Guidelines. The revised project would have the same visual impacts as described in the adopted IS/MND. The visual impacts of the revised project would be less than significant.

d) Light and Glare.

The adopted IS/MND noted that the project would add lighting to a site that currently has none, which could negatively affect nearby residential areas as well as future residential development. Mitigation Measure AES-1 would require preparation of a photometric plan that demonstrates project lighting would be consistent with the standards under Stockton Municipal Code Section 16.32.070(A). Implementation of this mitigation measure would reduce project lighting impacts of both the approved and revised projects to a level that would be less than significant. Impacts of the revised project would therefore be unchanged.

4.2 AGRICULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				NC
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				NC
c) Result in the conversion of forest land to non-forest use?				NC
d) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				NC

NARRATIVE DISCUSSION

Environmental Setting

The setting for agricultural issues is the same as that described in the adopted IS/MND. The project site was used for agricultural production in the past but is no longer in such use. According to the State’s Farmland Mapping and Monitoring Program, lands on the project site remain designated Farmland of Local Importance; however, farmlands so designated do not meet the definition of Farmland set forth in the CEQA checklist.

Environmental Impacts and Mitigation Measures

a) Agricultural Land Conversion.

The adopted IS/MND stated that no Farmland would be converted by the project. As with the approved project, the revised project would have no impact on conversion of Farmland.

b) Zoning and Williamson Act.

The adopted IS/MND stated that the project site is not zoned for agriculture, nor is it under a Williamson Act contract. The revised project would not alter these conditions, so it would have no impact on these issues.

c) Forest Lands.

No forest lands are on the project site or in the vicinity. Neither the approved nor the revised project would have an impact on forest lands.

d) Indirect Conversion of Farmland or Forest Land.

The adopted IS/MND notes the presence of agricultural lands north of the project site, but the project would not extend infrastructure to this area. Urban development has occurred west, south, and east of the project site. The revised project would not change these conditions, so it would also have no impact regarding indirect conversion of agricultural lands.

4.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?			NC	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			NC	
c) Expose sensitive receptors to substantial pollutant concentrations?			NC	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			NC	

NARRATIVE DISCUSSION

Environmental Setting

The setting for air quality issues is the same as that described in the adopted IS/MND. The San Joaquin Valley Air Basin remains in nonattainment status for State one-hour ozone, federal eight-hour ozone, State PM₁₀, and federal and State PM_{2.5} air quality standards. SJVAPCD rules and regulations described in the adopted IS/MND, including Regulation VIII for dust emissions and rules pertaining to emissions from fueling stations, remain in force. Since adoption of the project IS/MND, the question in the Environmental Checklist in CEQA Guidelines Appendix G regarding potential violation of air quality standards by project emissions has been eliminated. Issues related to violations of air quality standards are now part of the analysis related to consistency with adopted air quality plans.

Environmental Impacts and Mitigation Measures

a) Air Quality Plan Consistency.

The SJVAPCD has adopted several air quality plans intended to bring the San Joaquin Valley Air Basin into compliance with both federal and State ambient air quality standards. These plans include the 2013 Plan for the Revoked 1-Hour Ozone Standard, the 2007 8-Hour Ozone Plan, the 2016 8-Hour Ozone Plan, the 2007 PM₁₀ Maintenance Plan, and the 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards, the latter adopted in November 2018. The SJVAPCD significance thresholds for project CEQA analysis were developed in part to determine if project emissions would comply with the objectives of the adopted air quality plans.

The changes in the proposed land uses in the commercial development area could affect the emission volumes estimated in the adopted IS/MND. To determine any effect on estimated emissions, a CalEEMod run was conducted for the commercial development area with the project revisions. The estimated emissions from the proposed car wash are a rough approximation, based on traffic counts taken at a comparable car wash in Sacramento. Although the fast-food restaurant is no longer part of the project proposed by the project applicant, potential emissions from this land use were still included in the CalEEMod run.

The detailed results of the CalEEMod run are available in Appendix B of this Addendum and are summarized in Table 4-1 below. As indicated by Table 4-1, total estimated emissions from the revised commercial project increased slightly from those for the approved project as described in the adopted IS/MND. However, none of the pollutant emissions from the revised project exceed the SJVAPCD significance thresholds.

TABLE 4-1
ESTIMATED AIR POLLUTANT EMISSIONS FROM
COMMERCIAL DEVELOPMENT, APPROVED AND REVISED PROJECTS

Pollutant	SJVAPCD Significance Threshold	Construction Emissions ¹		Operational Emissions ²	
		Approved Project	Revised Project	Approved Project	Revised Project
ROG	10	0.09	0.20	1.39	1.44
NO _x	10	0.63	1.31	7.42	8.33
CO	100	0.45	1.13	9.45	9.32
SO _x	27	<0.01	<0.01	0.02	0.03
PM ₁₀	15	0.04	0.10	1.32	1.47
PM _{2.5}	15	0.04	0.08	0.37	0.41

¹ Total unmitigated emissions.

² Tons per year (unmitigated).

Sources: California Emissions Estimator Model v. 2016.3.2; SJVAPCD 2015

Since the total number of residential units would decrease as a result of the revised project, air quality emissions from the future residential development would likewise decrease. Therefore, no estimates of emissions from future residential development under the revised project were developed. As noted in the adopted IS/MND, emissions from future residential development were presented for informational purposes only, as site plans for this potential future development have not been prepared.

The adopted IS/MND noted that the project would be subject to the SJVAPCD's Indirect Source Rule (ISR), which requires specified reductions in NO_x and particulate matter emissions. The revised project would remain subject to the ISR and would still be required to comply with other applicable SJVAPCD rules and regulations regarding construction and operational emissions. Therefore, as with the approved project, impacts of the revised project related to air quality plans would be less than significant.

b) Cumulative Emissions.

As noted in a) above, commercial operational emissions associated with the project would not exceed SJVAPCD significance thresholds. However, as discussed in the adopted IS/MND, total emissions from both commercial and future residential would contribute cumulatively to air pollutant emissions in the Stockton area.

Since adoption of the project IS/MND, the City of Stockton has adopted the Stockton General Plan 2040 and has certified the EIR for the document. The Stockton General Plan 2040 EIR evaluated potential impacts of proposed development in the General Plan area on air quality, and it concluded that impacts would be significant and unavoidable, as did the Stockton General Plan 2035 EIR cited in the adopted IS/MND. A Statement of Overriding Considerations for this issue was adopted in conjunction with City adoption² of the General Plan 2040 and certification of the EIR. This Statement of Overriding Considerations remains operative. As with the approved project, the revised project would not change this conclusion, and it would comply with applicable rules and regulations to reduce air pollutant emissions to the extent feasible. As a result, and pursuant to CEQA

Guidelines Section 15152(d), this environmental impact does not require additional consideration under CEQA, and revised project impacts are considered less than significant.

c) Exposure of Sensitive Receptors.

As indicated in Table 4-1 above, revised commercial project emissions would not change significantly from estimated emissions in the adopted IS/MND, and none of the revised project emissions would exceed SJVAPCD significance thresholds. As noted in the adopted IS/MND, existing or planned residences would not be significantly exposed to pollutants from project commercial operations.

As described in the adopted IS/MND, fueling station operations would involve the dispensing of gasoline, which can emit vapors that are considered toxic. Compliance with SJVAPCD Rules 4621 and 4622 would reduce the potential exposure of people using fuel pumps to potentially toxic emissions, thereby reducing potential impacts to a level that would be less than significant. Also, impacts on potential exposure to CO were analyzed and were considered less than significant. The revised project would not alter the conditions under which the analysis was conducted, so its impact on sensitive receptors would be less than significant.

d) Other Emissions.

The adopted IS/MND identified potential odor impacts from fueling station and fast-food operations, but these odors would be localized and would not affect nearby land uses. As with the approved project, the revised project would have impacts that would be less than significant.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		NC		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				NC
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh,				NC

vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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

	NC		
			NC
	NC		

NARRATIVE DISCUSSION

Environmental Setting

The adopted IS/MND based its analysis of biological resource impacts on a Biological Evaluation of the project site by Bole and Associates (2016). The project site was inspected by BaseCamp Environmental staff during the preparation of this Addendum. Biological conditions on the project site have not changed from those described in the Biological Evaluation, which was the basis of the IS/MND impact analysis.

Environmental Impacts and Mitigation Measures

a) Effects on Special-Status Species.

The adopted IS/MND stated that special-status plant and wildlife species that could potentially occur in the vicinity were unlikely to occur on the project site. However, the project site was identified as providing marginal nesting habitat for western burrowing owl and potential foraging habitat for Swainson’s hawk. The adopted Mitigation Measure BIO-1 would require a pre-construction survey for the presence of bird species or their nests. The adopted Mitigation Measure BIO-2 would require project participation in the SJMSCP, a habitat conservation that covers Swainson’s hawk and burrowing owl. Implementation of these mitigation measures would reduce potential impacts on special-status species to a level that would be less than significant.

The proposed project would involve approximately 0.37 acres more land disturbance than the approved project, which would increase the area of impact. However, mitigation requirements would increase in scale with the increased size of the site. Therefore, impacts of the revised project related to special-status wildlife species likewise would be less than significant with implementation of the adopted mitigation measures.

b) Riparian and Other Sensitive Habitats.

There is no riparian habitat on the project site, and no other sensitive habitats were identified in the adopted IS/MND. Likewise, the enlarged site contains no sensitive habitats. The revised project would have no impact on riparian or other sensitive habitats.

c) Wetlands and Waters of the U.S.

No wetlands or other Waters of the U.S. were identified on the project site. Similarly, the enlarged commercial site contains no wetlands or Waters of the U.S.; therefore, the revised project would have no impact on wetlands or Waters of the U.S.

d) Fish and Wildlife Movement.

The adopted IS/MND noted that the presence of extensive agricultural lands and foraging habitat to the north of Eight Mile Road may attract migratory birds to the project site. Implementation of Mitigation Measure BIO-1 would reduce impacts on migratory birds and their nests, if any are found, to a level that would be less than significant. Impacts of the revised project related to special-status wildlife species likewise would be less than significant with implementation of the mitigation measure.

e) Local Biological Requirements.

The adopted IS/MND stated that no local biological requirements were applicable to the project. As with the approved project, the revised project would have no impact related to local policies or ordinances protecting biological resources.

f) Conflict with Habitat Conservation Plans.

The project site is classified as Agricultural Habitat Open Space under the SJMSCP. Mitigation Measure BIO-2 would require the project to comply with the SJMSCP, to pay any required SJMSCP fees, and to implement applicable ITMMs if covered species are found on the site. Impacts of the revised project would likewise be less than significant with implementation of the mitigation measure.

4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	NC			
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	NC			
c) Disturb any human remains, including those interred outside of formal cemeteries?		NC		

NARRATIVE DISCUSSION

Environmental Setting

The adopted IS/MND based its analysis of cultural resource impacts on an archaeological survey of the project site by Genesis Society in 2016; the survey of the site extended to the entire 10 acres owned by the project applicant at the time, including the proposed commercial site expansion. Conditions on the project site have not changed from those described in the archaeological survey, which was used in the preparation of the environmental setting for cultural resources.

Prior to adoption of the project IS/MND, the State Legislature enacted AB 52, which modified CEQA procedures regarding consultation with Native American tribes on cultural resource issues. Section 4.18, Tribal Cultural Resources, discusses AB 52 in more detail.

Environmental Impacts and Mitigation Measures

a, b) Historical and Archaeological Resources.

The archaeological survey did not identify any historical or archaeological resources on the project site, but a potentially significant impact could occur if previously unknown subsurface resources are uncovered during project work. Mitigation Measure CULT-1 of the adopted IS/MND would require work to be stopped when cultural resources are uncovered until these resources can be evaluated by a qualified archaeologist and recommendations made for their disposition. This mitigation would reduce impacts on such resources to a level that would be less than significant. Impacts of the revised project related to archaeological resources likewise would be less than significant with implementation of the adopted mitigation measure.

c) Human Burials.

The adopted IS/MND stated that a potentially significant impact could occur if previously unknown burials are uncovered during project work. Compliance with the provisions of CEQA Guidelines Section 15064.5(e) and Mitigation Measure CULT-1 of the adopted IS/MND would ensure that impacts related to human burials would be less than significant. Impacts of the revised project related to human remains likewise would be less than significant.

4.6 ENERGY

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

NARRATIVE DISCUSSION

Environmental Setting

Since adoption of the project IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G has been revised to include a section addressing the potential impacts of a project on energy consumption and conservation. According to the latest information from the U.S. Energy Information Administration (EIA), 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% (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). Natural gas is another major energy source. In 2016, natural gas consumption in California totaled approximately 12,750 million therms (CEC 2018a).

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. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen, which became mandatory in 2011. Both Title 24 and CALGreen are implemented by the City of Stockton in conjunction with its processing of building permits.

CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, interior environmental quality, and energy efficiency. California has adopted a Renewables Portfolio Standard, which requires electricity retailers in the state to generate 33% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2020. In 2018, SB 100 was signed into law, which increases the electricity generation requirement

from renewable sources to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

Environmental Impacts and Mitigation Measures

a) Project Energy Consumption.

The adopted IS/MND does not explicitly address project energy consumption. As with air pollutant emissions, the main sources of energy consumption would be construction activities and project operations.

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

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, as it would generate fewer air pollutant and GHG emissions. This electrical consumption would be consistent with construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient or unnecessary, especially since fossil fuel consumption would be reduced. Moreover, under California's Renewables Portfolio Standard, a greater share of electricity would be provided from renewable energy sources over time, so less fossil fuel consumption to generate electricity would occur.

The project would be required to comply with CALGreen and with the building energy efficiency standards of California Code of Regulations Title 24, Part 6 in effect at the time of project approval. Compliance with these standards would reduce energy consumption associated with project operations, although reductions from compliance cannot be readily quantified.

Overall, project construction and operations would not consume energy resources in a manner considered wasteful, inefficient, or unnecessary. Project impacts related to energy consumption are considered less than significant.

b) Consistency with Energy Plans.

In addition to reducing energy consumption, the proposed sustainability components would be consistent with state and local energy efficiency plans. All components would be consistent with the energy efficiency goals of CALGreen and Title 24, as well as the energy efficiency objectives of the City's Climate Action Plan (see Section 4.8, Greenhouse Gas Emissions). The project would be consistent with applicable state and local plans to increase energy efficiency. Project impacts would be less than significant.

4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				NC
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)				NC
ii) Strong seismic ground shaking?			NC	
iii) Seismic-related ground failure, including liquefaction?			NC	
iv) Landslides?				NC
b) Result in substantial soil erosion or the loss of topsoil?		NC		
c) Be located on 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?				NC
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		NC		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				NC
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		NC		

NARRATIVE DISCUSSION

Environmental Setting

The setting for geology and soils issues is the same as that described in the adopted IS/MND. Native soil on the project site is classified as Rioblancho clay loam. There are no active or potentially active faults located in the project vicinity, but the area is subject to seismic shaking from fault features located east and west of Stockton.

Since adoption of the IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G has been changed regarding paleontological resources. The question regarding

potential impacts on paleontological resources was moved from the Cultural Resources section to this section.

Environmental Impacts and Mitigation Measures

a-i) Fault Rupture Hazards.

The adopted IS/MND stated that no active or potentially active faults pass through the project site; therefore, the project would have no impact related to fault rupture. As with the approved project, the revised project would have no impact related to fault rupture.

a-ii) Seismic Ground Shaking.

The adopted IS/MND stated that the project site is subject to seismic shaking, but compliance with the adopted Uniform Building Code would minimize damage to levels that would be less than significant. The revised project would be subject to the same hazards; however, as with the approved project, impacts of the revised project related to seismic ground shaking would be less than significant.

a-iii) Seismic-Related Ground Failure.

The adopted IS/MND stated that, based on soil composition and depth to groundwater table, the project site would not be subject to liquefaction hazards; the same would be true of the revised project. As noted above, compliance with the Uniform Building Code would reduce potential seismic impacts to a level that would be less than significant. As with the approved project, impacts of the revised project related to seismic ground shaking would be less than significant.

a-iv) Landslides.

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

b) Soil Erosion.

The adopted IS/MND noted that the Rioblancho clay loam has a low potential for water erosion. Construction activities associated with either the approved project or the revised project could loosen soils and make them more susceptible to erosion, but compliance with SJVAPCD Regulation VIII plus provisions of the Construction General Permit, along with implementation of adopted Mitigation Measure GEO-1, would reduce soil erosion impacts to a level that would be less than significant. Impacts of the revised project related to soil erosion likewise would be less than significant with implementation of the mitigation measure and compliance with applicable regulations and permits.

c) Geologic Instability.

The adopted IS/MND stated that the project site does not have unstable soils and would have no impact with appropriate engineering design. As with the approved project, the slightly enlarged site of the revised project would have no impact related to geologic instability.

d) Expansive Soils.

The adopted IS/MND noted that the shrink-swell potential on the project site ranges from low to moderate, which would also be true of the enlarged project site. Adopted Mitigation Measures GEO-2 and GEO-3 would reduce potential expansive soil impacts to a level that is less than significant. Impacts of the revised project related to expansive soils likewise would be less than significant with implementation of the adopted mitigation measures.

e) Adequacy of Soils for Sewage Disposal.

Both the approved and revised versions of the project would connect to the City’s wastewater system and therefore would not require a sewage disposal system. As with the approved project, the revised project would have no impact related to soil adequacy for sewage disposal.

f) Paleontological Resources.

The adopted IS/MND noted that the geological formation underlying the project site has been a source of paleontological resources, although the site itself is unlikely to contain such resources. Adopted Mitigation Measure CULT-1 would require work to be stopped when paleontological resources are uncovered until these resources can be evaluated by a qualified paleontologist and recommendations made for their disposition. This mitigation would reduce impacts on such resources to a level that would be less than significant. Impacts of the revised project related to archaeological resources likewise would be less than significant with implementation of the mitigation measure.

4.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			NC	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			NC	

NARRATIVE DISCUSSION

Environmental Setting

The revised project’s setting for greenhouse gas emissions is like that described in the adopted IS/MND. Since adoption of the project IS/MND, the State has adopted an updated Scoping Plan that sets forth strategies for achieving the SB 32 target of a GHG emissions

level of 40% below the 1990 level by 2030. The updated Scoping Plan continues many of the programs that were part of the previous Scoping Plan, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017). Additionally, the State Legislature extended the cap-and-trade program to the year 2030.

Environmental Impacts and Mitigation Measures

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

Based on the CalEEMod run conducted for the revised project (see Section 4.3, Air Quality), unmitigated GHG construction emissions would be 77.55 metric tons carbon dioxide equivalent (CO₂e), and annual unmitigated GHG operational emissions would be 2,361.12 metric tons CO₂e. By comparison, the commercial development as described in the adopted IS/MND would generate 64.61 metric tons CO₂e of unmitigated construction GHG emissions and 2,290.58 metric tons CO₂e annually of unmitigated operational GHG emissions. Thus, the revised project would lead to a relatively small increase in construction and operational GHG emissions over the emissions in the adopted IS/MND.

When project features and compliance with regulations, described in the adopted IS/MND, are incorporated in the emission estimate for the revised project, the total annual operational GHG emissions from the commercial development would be 2,152.91 metric tons CO₂e – an 8.82 percent decrease from unmitigated operational emissions. Under the Stockton CAP, a project that demonstrates at least a 4% reduction in GHG emissions from “business-as-usual” (i.e., unmitigated) levels would be considered consistent with the GHG reduction objectives of the CAP. Therefore, the revised commercial development mitigated GHG emissions would be consistent with the Stockton CAP.

The revised project would reduce the amount of maximum future residential development, so GHG emissions likewise would be reduced. The impacts of the revised project on GHG emissions and reduction plans would be less than significant – the same conclusion reached in the adopted IS/MND.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			NC	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			NC	

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

			NC
			NC
			NC
		NC	
		NC	

NARRATIVE DISCUSSION

Environmental Setting

The setting for hazards and hazardous materials issues is the same as that described in the adopted IS/MND. Data searches on the GeoTracker and EnviroStor databases, as well as a Phase I Environmental Site Assessment by Bole and Associates, found no record of hazardous material sites on or near the project site.

Since adoption of the project IS/MND, the San Joaquin Council of Governments (SJCOG) adopted an updated Airport Land Use Compatibility Plan for the Stockton Metropolitan Airport (Coffman Associates 2016). Among other matters, the updated plan establishes safety zones within the Airport Influence Area that indicate compatible land uses with airport operations. Areas outside the Airport Influence Area are not affected. The project site is outside the Airport Influence Area established for the Stockton Metropolitan Airport; therefore, impacts potentially related to the Stockton Metropolitan Airport are not discussed further.

Also, since adoption of the project IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G has been revised to include a section addressing the potential impacts of a project as they relate to wildfires. Section 4.20, Wildfire, has the new questions in the Environmental Checklist. In addition, the Environmental Checklist no longer has a question regarding potential hazards associated with the location of a project near a private airstrip.

Environmental Impacts and Mitigation Measures

a, b) Hazardous Materials Transportation, Use and Storage.

The adopted IS/MND noted that hazardous materials would be transported, used, and stored by the fueling station, mainly fuels that would be stored in underground storage tanks. Compliance with State and local regulations related to the transport and storage of hazardous materials, including preparation of a Hazardous Materials Business Plan, would reduce potential risks associated with hazardous materials to a level that would be less than significant. As with the approved project, impacts of the revised project related to hazardous material transportation, use, storage, or release would be less than significant.

c) Release of Hazardous Materials near Schools.

There are no existing or proposed schools within one-quarter mile of the project site. As with the approved project, the revised project would have no impact related to hazardous material releases near schools.

d) Hazardous Materials Sites.

The adopted IS/MND indicates that no contaminated sites are located on the project site or the vicinity, based on results of a Phase I Environmental Site Assessment plus database searches. As with the approved project, the revised project would have no impact related to hazardous material sites.

e) Public Airports.

The adopted IS/MND states that the nearest public use airport is Kingdon Airpark, which is more than two miles to the north. An Airport Land Use Compatibility Plan for public use airports in San Joaquin County, other than Stockton Metropolitan Airport, indicates that the project site is not within the Airport Influence Area of Kingdon Airport (Coffman Associates 2009). As with the approved project, the revised project would have no impact related to public airports.

f) Emergency Response and Evacuations.

The adopted IS/MND noted that project construction would occur on private land away from the public road system and is therefore not expected to substantially obstruct emergency vehicles or any evacuation activities that may occur in the area. Project operations likewise would not obstruct any roadways. As with the approved project, impacts of the revised project related to emergency response or evacuations would be less than significant.

g) Wildland Fire Hazards.

The adopted IS/MND noted that the project site is in a predominantly agricultural and developed area, and therefore is not susceptible to any substantial wildland fire hazards. Additionally, the project would reduce the existing fire hazard on the parcel by replacing the existing grasses and weeds with a paved and developed area. As with the approved

project, impacts of the revised project related to wildland fire hazards would be less than significant. Refer to Section 4.20, Wildfire, for additional discussion.

4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		NC		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			NC	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river runoff or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?			NC	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			NC	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			NC	
iv) Impede or redirect flood flows?			NC	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			NC	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			LS	

NARRATIVE DISCUSSION

Environmental Setting

The setting for hydrology and water quality issues is the same as that described in the adopted IS/MND. Surface water quality in the Stockton area is regulated by the City’s Storm Water Management Plan and Storm Water Quality Control Criteria Plan, both prepared to ensure compliance with its NPDES permit.

SB 5, a state bill, requires future development to consider the 200-year flood event within certain Central Valley geographies, which include the project site. At the time the project IS/MND was adopted, the 200-year floodplains were not identified. Since then, the California Department of Water Resources has released maps indicating areas subject to 200-year flooding in the Stockton area. The project site is not subject to a potential 200-year flood of three feet or greater, which is a concern of SB 5 (City of Stockton 2018).

Since adoption of the project IS/MND, the Sustainable Groundwater Management Act has taken full effect. This legislation requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based Groundwater Sustainability Plans. Plans for “critically overdrafted” basins must be completed and adopted by GSAs by January 31, 2020, while plans for high- and medium-priority basins have an adoption deadline of January 31, 2022. The project site is within the boundaries of the Eastern San Joaquin Subbasin, which is classified as critically overdrafted. In addition, a question has been added to the Environmental Checklist regarding potential conflicts with an adopted water quality plan or sustainable groundwater management plan.

Also, since adoption of the project IS/MND, hydrology questions in the Environmental Checklist in CEQA Guidelines Appendix G have been revised. However, the revised questions generally cover the same subject matter as the checklist used for the adopted IS/MND.

Environmental Impacts and Mitigation Measures

a) Surface Waters and Quality.

The adopted IS/MND stated that construction work could have an impact on surface water quality due to exposure of soils to potential erosion. Both the approved and revised project sites are subject to the City of Stockton’s NPDES permit, and therefore subject to the City’s SWMP and SWQCCP. Mitigation Measures HYDRO-1 through HYDRO-3 would require compliance with the City’s water quality program, which would reduce the amount of sedimentation to enter storm drainage or other surface waters. Impacts of the revised project related to surface waters and their quality likewise would be less than significant with implementation of the mitigation measures.

b) Groundwater Supplies.

The revised project would connect to the City’s water service, which in part uses groundwater. The adopted IS/MND discussed this issue and concluded that adequate water supply exists to accommodate the potential demand without additional water supplies being necessary. The project would reduce potential recharge area with development, but the project was not expected to interfere substantially with groundwater recharge such that there would be effects on aquifer volume or the groundwater table. The revised project would contribute to these effects incrementally; as with the approved project, impacts of the revised project related to groundwater would be less than significant.

c-i, ii, iii) Drainage Patterns and Runoff.

The adopted IS/MND acknowledged changes in drainage patterns and runoff volume on the project site with the project. On-site drainage will collect all runoff generated on the project site and deliver it to the City’s drainage system in accordance with City standards and specifications. The revised project would not alter these conditions, so impacts related to drainage patterns and runoff likewise would be less than significant.

c-iv) Flooding Hazards.

The adopted IS/MND noted that the project site would not be within a 100-year floodplain or exposed to a 200-year flood that is three feet in depth or greater. The revised project would be subject to the same conditions, so it likewise would have no impact related to flooding.

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

As noted, the project site is not in a flood zone or in an area that would experience tsunami or seiche hazards; the revised project would be subject to the same conditions. As with the approved project, the revised project would have no impact related to flood, tsunami, or seiche hazards.

e) Conflicts with Water Quality or Groundwater Management Plans.

As discussed in a) above, the revised project would be required to be consistent with the City’s water quality plans. At this time, no sustainable groundwater management plans have been adopted for the Eastern San Joaquin Subbasin; however, as noted in b) above, the project would have no significant impact on groundwater. Project impacts on water quality and sustainable groundwater plans would be less than significant.

4.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				NC
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			LS	

NARRATIVE DISCUSSION

Environmental Setting

The setting for land use issues related to the revised project is like that described in the adopted IS/MND. Since adoption of the project IS/MND, as noted in Section 3.1 of this Addendum, the General Plan designation of the commercial portion of the project site has been changed from High Density Residential to Commercial, and the zoning has been changed from RH (Residential, High Density) to CG (Commercial, General). The physical landscape on the project site and vicinity has not changed. Also, since adoption of the project IS/MND, a question in the Land Use and Planning section of the Environmental Checklist in CEQA Guidelines Appendix G related to habitat conservation plans has been deleted.

Environmental Impacts and Mitigation Measures

a) Division of Established Community.

The project would be built on a vacant site. It would not divide existing or planned residential communities in the area but would rather provide commercial services in support of both. The project would be completed at the existing site. As with the approved project, the revised project would have no impact related to a division of an established community.

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

The adopted IS/MND noted that the proposed commercial development would not be consistent with then-existing General Plan designations and zoning. As noted, these land use designations have been changed, so the approved commercial development would be consistent.

Proposed development under the revised project would occur on a slightly larger area than originally proposed. The 0.37 acres that is proposed for addition to the commercial development is currently designated High Density Residential, which is not consistent with the proposed development. Also, the proposed revised commercial development area would not be consistent with the existing parcel boundaries on the recorded Parcel Map. The project proposes a Lot Line Adjustment to move the parcel line to accommodate the drive-through car wash, a General Plan amendment from High Density Residential to Commercial, and a zoning map amendment from RH to CG to ensure the revised commercial development would be consistent with the City's General Plan designation and zoning.

The residential development was determined consistent with the existing General Plan designation and zoning at the time the project IS/MND was adopted. These designations remain consistent with the future residential development.

The adopted IS/MND analyzed the potential environmental effects of the project, and it identified mitigation measures to avoid or minimize any potentially significant environmental effects that are identified with the proposed development. With the

identified mitigation, the approved project would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. As with the approved project, impacts of the revised project related to land use plans, policies, or regulations would be less than significant.

4.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				NC
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				NC

NARRATIVE DISCUSSION

Environmental Setting

The setting for mineral resource issues is the same as that described in the adopted IS/MND. There are no known mineral resources associated with the project site.

Environmental Impacts and Mitigation Measures

a, b) Availability of Mineral Resources.

The project site is in an area that has no identified mineral resource significance. The revised project would not alter this condition; therefore, the revised project would have no impact on mineral resources.

4.13 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			LS	
b) Generation of excessive groundborne vibration or groundborne noise levels?			NC	

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

		NC	
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NARRATIVE DISCUSSION

Environmental Setting

The setting for noise issues is the same as that described in the adopted IS/MND. An Environmental Noise Assessment for the revised project was prepared by Bollard Acoustical Consultants. The assessment is available in Appendix C of this Addendum. Since adoption of the project IS/MND, noise questions in the Environmental Checklist in CEQA Guidelines Appendix G have been revised. However, the revised questions generally cover the same subject matter as the checklist used for the adopted IS/MND.

Environmental Impacts and Mitigation Measures

a) Generation of Noise Exceeding Local Standards.

For both the approved and revised projects, the two potentially significant noise sources associated with the project would be the car wash and vacuum station. The noise assessment for the revised project noted that the nearest currently occupied noise-sensitive land uses to the project site are single-family residences to the west and to the southeast. Land to the immediate south and east of the project site is currently undeveloped; however, it is zoned for multi-family residential development.

Pursuant to Stockton Municipal Code Section 16.60.040, the City’s maximum allowable noise standards shall be applied at the property line of the receiving land use. For this project, the receiving land use would be the future multifamily residential development adjacent to and east of the project; therefore, noise levels were estimated at the property line between the commercial development and the future multifamily development area.

The noise environment in the vicinity of the nearest noise-sensitive receivers is defined primarily by traffic noise from the local roadways. To generally quantify background noise levels at the nearest noise-sensitive locations, measurements of existing ambient noise were taken over four days at two locations near the project site, which are identified on Figure 1 of the noise assessment. The results indicated that noise levels ranged from 60 to 64 dB L_{dn}, which are in close agreement with the daytime and nighttime exterior noise level standards for residential uses set by the City. As a result, compliance with the City noise standards will ensure that the project does not result in a significant noise level increase in the community.

Noise levels generated by car wash facilities are primarily due to the drying portion of the operation. As noted in the noise assessment, the dryers are anticipated to operate in excess of 45 minutes during that hour. Based on manufacturers’ information, the noise assessment estimated car wash noise levels at three locations, also identified on Figure 1 of the noise

assessment. The estimated noise levels accounted for an existing 7-foot-high wall along the residential area to the west and the proposed 8-foot-high wall along the southern and eastern boundaries of the project site. The proposed 8-foot-high wall would extend into the multifamily area along one side of the drive aisle from Eight Mile Road to the commercial development, and a portion of this wall would be constructed on the opposite side of the shared driveway from the project site. The results indicate that predicted car wash noise levels would be 38 dB L_{eq}/L_{max} at the nearest existing single-family residential property lines and 49-54 dB L_{eq}/L_{max} at the future multifamily residential property line. Both estimates would be below the City's exterior noise level standards for residential uses and below measured existing ambient noise levels. In addition, the project applicant states that the car wash would operate from 7:00 AM to 9:00 PM, so no noise from the car wash would occur at night. Adopted Mitigation Measure NOISE-3 would be revised to limit car wash operations to these hours.

The project applicant proposes the installation of an 18-stall central vacuum piping system distributed into three areas on the project site. The primary noise-generating aspects of such systems are use of the suction nozzles located at each of the stalls. Based on available data, vacuum noise exposure at the nearest noise-sensitive locations was calculated, taking into consideration the same conditions applicable to the car wash. The results indicate that predicted vacuum noise levels would be 39-40 dB L_{eq}/L_{max} at the nearest existing single-family residential property lines and 52-54 dB L_{eq}/L_{max} at the common outdoor activity area. Both estimates would be below the City's exterior noise level standards for residential uses and below measured existing ambient noise levels.

The noise assessment concluded that noise levels generated by the proposed project would satisfy the applicable City of Stockton noise level criteria at the nearest noise-sensitive locations.

The adopted IS/MND notes that temporary noise impacts would occur with project construction. Compliance with operational hours set by the Stockton Municipal Code plus implementation of Mitigation Measure NOISE-4 of the adopted IS/MND would minimize construction noise, which would reduce potential impacts to a level that would be less than significant. Impacts of the revised project related to construction noise levels likewise would be less than significant with implementation of adopted Mitigation Measure NOISE-4 plus City code compliance.

As indicated on Figure 3-1, the project would share a driveway off Eight Mile Road with the future multifamily residential development. This shared driveway is necessary to provide emergency vehicle access to the future residential development. The emergency access gate next to the shared driveway would create an opening in the barrier along the eastern property line of the project site, leading to an "acoustic leak." To minimize the amount of noise that would come through this gate, the noise assessment recommends gate construction requirements to reduce noise. Mitigation Measure NOISE-1 is revised to incorporate these requirements.

Revised Mitigation Measures

NOISE-1: A concrete masonry unit wall eight (8) feet in height shall be constructed along the southern and eastern property lines of the commercial development as shown in Figure 2 of the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on November 7, 2019 (in Appendix C of this IS/MND). This includes wall construction around the proposed emergency access gate to the future multifamily residential development. To the extent feasible, the gate should have no visible gaps. As an example, a typical wrought iron fence would not be acceptable. To the extent feasible, the gap along the bottom of the gate should be minimized. The gate should be constructed of a solid material and meet one of the two following requirements:

- Minimum density of 4 pounds per square foot
- Minimum STC rating of 25

NOISE-2: The car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 15 dB noise reduction. Alternatively, the car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 10 dB noise reduction, and car wash dryers shall be selected that are 5 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on November 7, 2019.

NOISE-3: Vacuum usage shall be limited to daytime hours (7:00 a.m. to 9:00 p.m.). Alternatively, a vacuum system shall be procured that is 10 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on November 7, 2019.

b) Exposure to Groundborne Vibrations.

The adopted IS/MND indicated that the project would have no impact related to groundborne vibrations. The revised project would not alter this condition, so it would have no impact on groundborne vibrations.

c) Public Airport and Private Airstrip Noise.

According to the noise contours in the Airport Land Use Compatibility Plan for the San Joaquin County airport system, the project site is outside both existing and the projected (2028) 55-dBA CNEL noise contour of Kingdon Airpark, the closest public use airport to the project site (Coffman Associates 2009). The revised project would not alter this condition, so it would have no impact related to noise from airport operations.

The adopted IS/MND noted that there are no private airstrips within two miles of the project site. As with the approved project, the revised project would have no impact related to noise from private airstrips.

4.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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)?			NC	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				NC

NARRATIVE DISCUSSION

Environmental Setting

The setting for population and housing issues is the same as that described in the adopted IS/MND. As of January 1, 2018, the population of Stockton was estimated at 315,103, and the estimated number of housing units was 100,593 (California Department of Finance 2018).

Environmental Impacts and Mitigation Measures

a) Population Growth Inducement.

The adopted IS/MND stated that future residential development of the project site would have a direct effect on population, while proposed commercial development may have a limited indirect effect. The proposed expansion of the commercial development would minimally reduce the population impacts described in the adopted IS/MND. As with the approved project, impacts of the revised project related to population growth would be less than significant.

b) Displacement of Housing or People.

The project site is vacant; therefore, the project would have no impact on displacement of housing or people. The revised project would not alter this condition, so it would have no impact on displacement of housing or people.

4.15 PUBLIC SERVICES

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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i) Fire protection?

ii) Police protection?

iii) Schools?

iv) Parks?

v) Other public facilities?

		NC	
	NC		
		NC	
		NC	
		NC	

NARRATIVE DISCUSSION

Environmental Setting

The setting for public service issues is the same as that described in the adopted IS/MND. Fire protection services are currently provided by the Stockton Fire Department. Law enforcement services for the project site are currently provided by the Stockton Police Department. The project site is within the boundaries of the Lodi Unified School District. Parks and recreation services are provided by the City and the County in their respective jurisdictions.

Environmental Impacts and Mitigation Measures

a-i) Fire Protection Services.

The adopted IS/MND states that the project would generate a demand for fire protection services, but it can be served by the Stockton Fire Department without new or expanded fire protection facilities. Future development would be required to pay Public Facility Fees to the City for future construction of Fire Department facilities. As with the approved project, impacts of the revised project related to fire protection services would be less than significant.

a-ii) Police Protection Services.

The adopted IS/MND states that the project would generate a demand for police protection services, but it can be served by the Stockton Police Department without new or expanded fire protection facilities. Future development would be required to pay Public Facility Fees to the City for future construction of Police Department facilities. Potential crime

opportunities at the project site would be addressed with adopted Mitigation Measure SERV-1, which would reduce potential impacts to a level that would be less than significant. As with the approved project, impacts of the revised project related to police protection services would be less than significant with implementation of the mitigation measure.

a-iii) Schools.

The adopted IS/MND states that the proposed residential development would generate a demand for school services. Future development, both residential and commercial, would be required to pay impact fees to the Lodi Unified School District for future construction of school facilities. Under the provisions of SB 50, payment of development fees is considered full and complete mitigation for the purposes of CEQA. As with the approved project, impacts of the revised project related to school services would be less than significant with payment of impact fees.

a-iv, v) Parks and Other Public Facilities.

The adopted IS/MND states that future residential development would generate a demand for parks and other public facilities, but it can be served without new or expanded fire protection facilities. Proposed commercial development would not generate such demand. As with the approved project, impacts of the revised project related to parks and other public facilities would be less than significant.

4.16 RECREATION

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

NARRATIVE DISCUSSION

Environmental Setting

The setting for recreation issues is the same as that described in the adopted IS/MND. Parks and recreational services are provided by the City of Stockton and by San Joaquin County in their respective jurisdictions.

Environmental Impacts and Mitigation Measures

a, b) Recreational Facilities.

The adopted IS/MND states that the proposed commercial development would not generate a demand for new or expanded recreational facilities or services. It was concluded that the project would not generate a need for new or expanded parks or other recreational facilities. The revised project would not directly increase needs for parks and recreational facilities; the revised project would, however, result in a small reduction in park and recreation demand associated with future high-density residential development of the remainder of the project site. As with the approved project, impacts of the revised project related to parks and other public facilities would be less than significant.

4.17 TRANSPORTATION

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

NARRATIVE DISCUSSION

Environmental Setting

The setting for transportation issues is the same as that described in the adopted IS/MND. No changes to the local street system, local public transit routes, or bicycle and pedestrian facilities have occurred, other than the number of the nearest SJRTD bus route, which has changed from 66 to 566.

KD Anderson and Associates, which prepared the traffic study for the approved project in 2017, analyzed potential traffic impacts of the revised project, which include the expanded commercial site and the reduced future multifamily development. The analysis and conclusions are available in Appendix D of this Addendum.

The methodology used in the analysis of the traffic impacts of the revised project is the same used for the original study, with one difference. Since adoption of the project

IS/MND, the Institute of Transportation Engineers published the 10th edition of the Trip Generation Manual. The traffic study prepared as part of the adopted IS/MND used trip generation rates from the 9th edition. In accordance with current City requirements for traffic studies, the analysis for the revised project uses trip generation rates from the 10th edition of the Trip Generation Manual.

Since adoption of the project IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G has been revised to include a question regarding consistency of the project with CEQA Guidelines Section 15064.3(b). Section 15064.3(b) states that “vehicle miles traveled” (VMT) is the preferred method for evaluating transportation impacts, rather than the commonly used LOS. Section 15064.3 subdivision (b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric. While a quantitative analysis of VMT is preferred, a qualitative analysis may be used if existing models or methods are not available to estimate VMT for the project being considered. At this time, the City of Stockton has not developed guidance for evaluating transportation impacts based on VMT.

In addition, further revisions in the Environmental Checklist have deleted questions related to air traffic, congestion management plans, and non-motor vehicle transportation plans. The latter two issues are now part of a question related to project consistency with transportation plans.

Environmental Impacts and Mitigation Measures

a) Consistency with Transportation Plans.

The traffic study for the approved project evaluated potential traffic impacts of the project at buildout on six intersections, plus the driveways to the development site from Eight Mile Road and Thornton Road. For the revised project, traffic impacts were evaluated at the same intersections and driveways under Existing Plus Approved Projects (EPAP) conditions, which include projects approved for construction but not yet built. Table 4-2 presents the LOS results at the six study intersections and two driveways comparing the approved project and the revised project. As shown in Table 4-2, there is no change to the LOS at the study intersections and driveways with the revised project. All study intersections and driveways would operate at LOS D or better, which meets City standards.

The traffic study also evaluated potential traffic impacts of the project at buildout on five roadway segments under EPAP conditions. Table 4-3 presents the LOS at these roadway segments with the approved project and the revised project. As shown in Table 4-3, there is no change to the LOS at the study roadway segments with the revised project. The roadway segment of Eight Mile Road from Thornton Road to Davis Road would operate at LOS E, which is considered unacceptable. However, aside from resulting in the same LOS as the approved project, the revised project would not result in an increase in traffic volume greater than five percent. Based upon criteria presented in the *Level of Service Significance Threshold* section of the 2017 traffic study for the original project, this impact is considered less than significant. All other study roadway segments would operate at LOS D or better, which meets City standards.

TABLE 4-2
LOS AT INTERSECTIONS UNDER EPAP CONDITIONS

Intersection	LOS With Approved Project		LOS With Revised Project	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Eight Mile Road/I-5 Southbound Ramps	D	B	D	B
Eight Mile Road/I-5 Northbound Ramps	C	C	C	C
Eight Mile Road/Thornton Road	D	C	D	C
Eight Mile Road/Rivermont Drive	B	C	B	C
Eight Mile Road/Davis Road	D	D	D	D
Thornton Road/A.G. Spanos Boulevard	C	C	C	C
Eight Mile Road/Project Site Driveway	A	A	A	A
Thornton Road/Project Site Driveway	A	A	A	A

EPAP- Existing Plus Approved Projects
Source: KD Anderson and Associates 2017, 2019a.

TABLE 4-3
LOS ON ROADWAY SEGMENTS UNDER EPAP CONDITIONS

Roadway Segment	LOS With Approved Project	LOS With Revised Project
Eight Mile Road - I-5 to Thornton Road	C	C
Eight Mile Road - Thornton Road to Davis Road	E	E
Thornton Road - Eight Mile Road to Bear Creek	A	A
A.G. Spanos Blvd. - Thornton Road to Ocean Mist Way	A	A
Ocean Mist Way/Breaker Way - A.G. Spanos Blvd. to Lands End	A	A

EPAP- Existing Plus Approved Projects
Source: KD Anderson and Associates 2017, 2019a.

The adopted IS/MND stated that the project would have no impact on a congestion management program. The project would not conflict with SJCOG's Regional Congestion Management Plan, since it would not contribute any traffic to the congestion management network described in the plan. As with the approved project, the revised project would have no impact on a congestion management program.

The adopted IS/MND stated that the project would not generate any need for expanded public transit service or new bike and pedestrian facilities, as the project would not generate any additional residents or housing. As with the approved project, the revised project would have no impact on non-vehicular transportation plans.

As noted in Chapter 3.0 of this Addendum, an amendment of the Eight Mile Road Precise Road Plan to include a driveway connection to Eight Mile Road was adopted, along with relinquishment of access restriction on Thornton Road to allow a driveway connection to Thornton Road. A review of potential impacts of the Precise Road Plan amendment by KD Anderson and Associates (2019b) indicated no impacts to traffic under EPAP conditions. Some impacts were noted under Cumulative conditions; these impacts are described in Section 4.21, Mandatory Findings of Significance.

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

The adopted IS/MND did not discuss VMT. Based on the results of the CalEEMod run for the project (see Appendix B), the annual VMT under business-as-usual (unmitigated) conditions would be 3,842,797. With the incorporation of project features and regulations described in Section 4.8, Greenhouse Gas Emissions, the annual VMT would be 3,389,347 – a decrease of approximately 11.8 percent. This reduction would be consistent with State, regional, and City goals to reduce VMT. Project impacts related to VMT would be less than significant.

c) Traffic Hazards.

The project would have no impact on traffic hazards, as it would not affect public streets, either by direct alteration or by obstruction from construction activities. As with the approved project, the revised project would have no impact related to traffic hazards.

d) Emergency Access.

The adopted IS/MND indicated that construction vehicles would mostly stay off adjacent streets, and therefore would not obstruct any emergency vehicle access to the area. After project completion, emergency vehicle access to the site would not be restricted. As noted, driveways to the proposed commercial development area from Eight Mile Road and Thornton Road would be allowed. Project site access would remain essentially the same as with the approved project, and therefore the revised project would have no impact on emergency access.

4.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Potentially Significant Impact Less Than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

	NC		
	NC		

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

NARRATIVE DISCUSSION

Environmental Setting

The adopted IS/MND discussed potential project impacts on cultural resources, including those that may be associated with Native American tribes, in its Cultural Resources section. Prior to adoption of the project IS/MND, AB 52 had taken effect. AB 52 modified CEQA procedures regarding consultation with Native American tribes on cultural resource issues.

AB 52 established a category called “tribal cultural resources,” which not only includes physical resources but also site features, places, cultural landscapes, and sacred places and objects of value to a tribe, and which are on or eligible for listing on a State or local historic register. AB 52 establishes consultation procedures between a CEQA lead agency and a tribe when a tribal cultural resource is involved. Under AB 52 procedures, the Wilton Rancheria requested consultation on the project in a letter dated March 28, 2017.

In 2016, the Governor’s Office of Planning and Research updated the Environmental Checklist in CEQA Guidelines Appendix G to include sample questions specifically addressing tribal cultural resources. Since these questions were incorporated after adoption of the project IS/MND, they were not included in the original document but are included in this Addendum. The adopted IS/MND discussed potential impacts on resources of interest to tribes in its cultural resource analysis.

Environmental Impacts and Mitigation Measures

a, b) Tribal Cultural Resources.

As noted in the adopted IS/MND, the City and Wilton Rancheria had a consultation meeting on May 3, 2017. As a result of the meeting, adopted Mitigation Measures TCR-1 through TCR-4 were added to address the concerns of the Rancheria about potential project impacts on tribal cultural resources. Implementation of the mitigation measures would reduce potential impacts on tribal cultural resources to a level that would be less than significant. As with the approved project, impacts of the revised project related to tribal cultural resources would be less than significant with implementation of the adopted mitigation measures.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?		NC		
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			NC	
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			NC	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			NC	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			NC	

NARRATIVE DISCUSSION

Environmental Setting

The setting for utilities and service system issues is the same as that described in the adopted IS/MND. Since adoption of the project IS/MND, utility questions in the Environmental Checklist in CEQA Guidelines Appendix G have been revised. However,

the revised questions generally cover the same subject matter as the checklist used for the adopted IS/MND.

Environmental Impacts and Mitigation Measures

a) Relocation or Construction of Utility Facilities.

The adopted IS/MND stated that the project would require the extension of sewer lines to the project site. Extension of sewer lines to the project site is not expected to have a significant impact on the physical environment, as the area is substantially developed, and the project site is designated for urban development. Additional sewer lines and connections could have a potentially adverse impact on the City's wastewater system if the lines are not designed properly. Mitigation Measure UTIL-1 in the adopted IS/MND would ensure design of project wastewater facilities in accordance with City standards, thereby reducing potential impacts to a level that would be less than significant.

The adopted IS/MND stated that the project would connect to existing water lines in the area; no new or extended water mains would need to be installed. Additional water lines and connections could have a potentially adverse impact on the City's water system if the lines are not designed properly. Adopted Mitigation Measure UTIL-1 would reduce potential impacts to a level that would be less than significant.

The project would require the construction of storm drainage facilities to collect anticipated runoff from the project site once it is developed. The adopted IS/MND stated that the on-site facilities would have little environmental impact by themselves. The new facilities would require a connection to existing storm drainage facilities in the area, which would not have significant environmental impacts, as the area is substantially developed or designated for urban uses. Additional drainage facilities could have a potentially adverse impact on the City's storm drainage system if the facilities are not designed properly. Adopted Mitigation Measure UTIL-1 would reduce potential impacts to a level that would be less than significant.

The adopted IS/MND noted that electrical, telephone, and cable television lines are available in the project vicinity and can be extended to the project site as necessary. As with the approved project, impacts of the revised project related to these utilities would be less than significant with implementation of the mitigation measure.

b) Water Supplies.

The adopted IS/MND noted that the City would have an adequate water supply to serve the project site. The revised project would not alter this condition, so impacts related to water supplies likewise would be less than significant.

c) Wastewater Treatment Capacity.

The adopted IS/MND noted that the City would have adequate capacity in its Regional Wastewater Control Facility to serve the project site. The revised project would not alter this condition, so impacts related to wastewater treatment capacity likewise would be less than significant.

d, e) Solid Waste Services.

The adopted IS/MND stated that existing landfills in the County would have adequate capacity to accommodate the amount of solid waste that would be generated by the project. The project would comply with applicable federal, state and local statutes and regulations related to solid waste. As with the approved project, impacts of the revised project on solid waste services would be less than significant.

4.20 WILDFIRE

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

NARRATIVE DISCUSSION

Environmental Setting

Since adoption of the project IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G has been revised to include a section addressing the potential impacts of a project as it relates to wildfire. As described in the adopted IS/MND, wildland fires are an annual hazard in San Joaquin County. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County’s fire hazard. Human activities are the major causes of wildland fires, while lightning causes the remaining wildland fires. High hazard areas for wildland fires are the grass-covered areas in the east and the southwest foothills of the County.

The California Department of Forestry and Fire Protection’s Fire and Resource Assessment Program identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate,

High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not within a State Responsibility Area and therefore has not been placed in a Fire Hazard Severity Zone. The area surrounding the project site is likewise not in any designated fire hazard zone (Cal Fire 2007).

Environmental Impacts and Mitigation Measures

a) Emergency Response and Emergency Evacuation Plans.

As discussed in Section 4.9 of this Addendum, project construction is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area. Project operations likewise would not obstruct any roadways. As with the approved project, impacts of the revised project related to emergency response or evacuations would be less than significant.

b) Exposure of Project Occupants to Wildfire Hazards.

As noted in Section 4.9 of this Addendum, the project site is in a predominantly agricultural and developed area, and the project would reduce the existing fire hazard on the parcel by replacing existing grasses and weeds. Cal Fire maps also indicate that the project site is in a low-risk wildfire area. As with the approved project, impacts of the revised project related to wildland fire hazards would be less than significant.

c) Installation and Maintenance of Infrastructure.

The project proposes the installation of roads and parking areas and the extension of utilities. The installation of these facilities is not expected to exacerbate the wildfire risk on the project site, as explained in b) above. As with the approved project, impacts of the revised project would be less than significant.

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

As noted in Section 4.7 of this Addendum, the project site is in a topographically flat area. There are no streams or other channels that cross the site. As such, it is not expected that people or structures would be exposed to significant risks from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. As with the approved project, impacts of the revised project related to these issues would be less than significant.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or		NC		

wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

		NC	
			NC

NARRATIVE DISCUSSION

a) Findings on Biological and Cultural Resources.

The potential biological resource and cultural resource impacts of the revised project were described in the adopted IS/MND and summarized in Sections 4.4 and 4.5 of this Addendum, respectively. Potentially significant environmental effects on biological and cultural resources were identified, but implementation of mitigation measures described in the adopted IS/MND would reduce these effects to a level that would be less than significant. The project would involve the same potential biological and cultural resource effects as the approved project; therefore, impacts of the revised project related to biological and cultural resources would be less than significant.

b) Findings on Cumulatively Considerable Impacts.

According to the adopted IS/MND, a cumulative impact is an environmental impact that may result from the combination of two or more environmental impacts associated with the proposed project with each other, or the combination of one or more project impacts with related environmental impacts caused by other projects.

The revised project would have the same cumulative impacts as the approved project on most environmental issues; in some cases, the changes would have less of an impact. The potential cumulative impacts of the revised project on traffic were specifically analyzed by KD Anderson and Associates (see Appendix D). The same intersections and driveways in the original traffic study were analyzed, again using trip generation rates of the 10th edition of the Trip Generation Manual.

Table 4-4 presents the LOS at the six study intersections and the two driveways with the approved project and the revised project.

TABLE 4-4
LOS AT INTERSECTIONS UNDER CUMULATIVE CONDITIONS

Intersection	LOS With Approved Project		LOS With Revised Project	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Eight Mile Road/I-5 Southbound Ramps	B	D	B	D
Eight Mile Road/I-5 Northbound Ramps	C	E	C	E
Eight Mile Road/Thornton Road	C	D	C	D
Eight Mile Road/Rivermont Drive	A	B	A	B
Eight Mile Road/Davis Road	C	D	C	D
Thornton Road/A.G. Spanos Boulevard	C	C	C	C
Eight Mile Road/Project Site Driveway	A	A	A	A
Thornton Road/Project Site Driveway	A	A	A	A

EPAP- Existing Plus Approved Projects

Source: KD Anderson and Associates 2017, 2019.

As shown in Table 4-4, there is no change to the LOS at the study intersections and driveways with the revised project. The intersection of Eight Mile Road and the I-5 northbound ramps would operate at LOS E during the PM peak hour, which is considered unacceptable. However, aside from resulting in the same LOS as the approved project, the revised project would not result in an increase in traffic volume greater than five percent. Based upon criteria presented in the *Level of Service Significance Threshold* section of the 2017 traffic study, this impact is considered less than significant. All other study intersections and driveways would operate at LOS D or better, which meets City standards.

The traffic study also evaluated potential traffic impacts of the project at buildout on five roadway segments under Cumulative conditions. Table 4-5 presents the LOS at the five roadway segments with the approved project and the revised project. As shown in Table 4-5, there is no change to the LOS at the study roadway segments with the revised project. All study roadway segments would operate at LOS D or better, which meets City standards.

TABLE 4-5
LOS ON ROADWAY SEGMENTS UNDER CUMULATIVE CONDITIONS

Roadway Segment	LOS With Approved Project	LOS With Revised Project
Eight Mile Road - I-5 to Thornton Road	C	C
Eight Mile Road - Thornton Road to Davis Road	C	C
Thornton Road - Eight Mile Road to Bear Creek	A	A
A.G. Spanos Blvd. - Thornton Road to Ocean Mist Way	A	A
Ocean Mist Way/Breaker Way - A.G. Spanos Blvd. to Lands End	A	A

EPAP- Existing Plus Approved Projects
Source: KD Anderson and Associates 2017, 2019.

As noted in Section 4.17, Transportation, potential impacts of the proposed Eight Mile Road Precise Road Plan amendment occurred under Cumulative conditions with the project. With implementation of the Precise Road Plan amendment, seven of the eight study intersections would operate at acceptable LOS D or better during both the AM and PM peak hour. Therefore, the impacts at these intersections are considered less than significant. The intersection of Eight Mile Road and I-5 Northbound Ramps would operate at LOS C during the AM peak hour and at LOS E during the PM peak hour. LOS E is considered unacceptable. However, the proposed amendment would not increase delay by more than five seconds, compared to conditions without the amendment. Therefore, based on criteria presented in the *Significance Thresholds* section of the 2017 traffic report, this impact is considered less than significant, and no mitigation measures are required (KD Anderson 2019b). It should be noted that the same impact was identified in the adopted IS/MND.

The revised project would not introduce new environmental impacts or more severe impacts than those identified with the approved project. Therefore, the revised project would have less of a potential contribution to cumulative impacts than would the approved project. None of the potential environmental effects addressed individually in this Initial Study would combine to result in a significant effect cumulatively.

c) Findings on Adverse Effects on Human Beings.

Potential adverse effects on human beings were discussed in adopted IS/MND Section 3.3, Air Quality (TACs); Section 3.6, Geology and Soils (seismic hazards); Section 3.8, Hazards and Hazardous Materials; Section 3.9, Hydrology and Water Quality (flooding); and Section 3.16, Transportation/Traffic (traffic hazards). Potential adverse effects on human beings identified in those sections would be reduced to levels that are considered less than significant through compliance with applicable laws, regulations, and City ordinances and standards, along with mitigation measures where necessary. The revised

project would not alter these conditions; as such, the revised project would not have adverse impacts on human beings.

5.0 FINDINGS

Based on the analysis in this Addendum, the proposed changes to the Thornton Road/8 Mile Road ARCO Station project for the construction of a stand-alone, drive-through car wash facility will not involve: 1) substantial changes to the project, 2) substantial changes in the circumstances of the project, or 3) new information of substantial importance that would result in new significant environmental effects or a substantial increase in the severity of significant effects described in the adopted IS/MND for the project. The City has not identified any changes in the circumstances of the project that would involve potential for new or more severe environmental effects. The City has not identified any new information related to the project that would involve potential for new or more severe environmental effects. The analysis and conclusions in the adopted IS/MND remain relevant. Therefore, it is appropriate for the City to adopt this Addendum to the previously adopted Thornton Road/8 Mile Road ARCO Station IS/MND.

APPENDIX A
APPROVED PROJECT MMRP

CITY OF STOCKTON
CEQA, FINDINGS AND MITIGATION
MONITORING/REPORTING PROGRAM

FOR THE

THORNTON ROAD/EIGHT MILE
ROAD ARCO STATION PROJECT
2910 Eight Mile Road
Stockton, CA

City of Stockton
Project File No: P16-0667

October 12, 2017

Prepared for:

CITY OF STOCKTON
Community Development Department
345 N. El Dorado Street
Stockton, CA 95202
209-937-8444



CITY OF STOCKTON
CEQA, FINDINGS AND MITIGATION MONITORING/
REPORTING PROGRAM

FOR THE

THORNTON ROAD/EIGHT MILE ROAD
ARCO STATION PROJECT
2910 Eight Mile Road
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October 12, 2017

Prepared for:

CITY OF STOCKTON
Community Development Department
345 N. El Dorado Street
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Prepared by:

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1.0 INTRODUCTION

This document sets forth the findings of the City of Stockton Planning Commission and/or City Council (City) relating to the Thornton Road/Eight Mile Road ARCO Project as required by the California Environmental Quality Act. This document also describes the Mitigation Monitoring/Reporting Program (MMRP) for the project. The primary source document for the findings and MMRP is the Final Initial Study/Mitigated Negative Declaration for the Thornton Road/Eight Mile Road Arco Station Project (P16-0667) (the "Final IS/MND").

The project site is located at 2910 Eight Mile Road, at the southeast corner of the intersection of Thornton Road and Eight Mile Road in northern Stockton, California. When referenced as such, the IS/MND includes both the Public Review Draft of the IS/MND (September 5, 2017) and the Final IS/MND (October 9, 2017) for the project, as well as any documents, which have been incorporated into those documents by reference.

1.1 CEQA REVIEW OF PROPOSED PROJECT

The Thornton Road/Eight Mile Road ARCO Station project involves City approval of Project File No. P16-0667. The project applicant proposes to construct an ARCO fueling station and other commercial structures on 2.11 acres of an approximately 10.09-acre site at the intersection of Eight Mile Road and Thornton Road in north Stockton. The project would include three commercial structures: a fueling station and convenience store approximately 3,799 square feet, a fast-food restaurant of approximately 3,462 square feet, and a retail building of approximately 4,000 square feet. The fueling station would have 16 dispensing pumps. A carwash would be attached to the convenience store building, and the fast-food restaurant would have a drive-through. The overall commercial development would have a total of 78 parking spaces. Access would be provided off Thornton Road and Eight Mile Road

As the proposed project involves the potential to result in significant environmental effects as defined by CEQA, an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared by consultants, subject to the independent review and approval of City of Stockton staff. The Draft IS/MND identified significant and/or potentially significant environmental effects that could occur in conjunction with the proposed project. The Draft IS/MND also identified mitigation measures, which would reduce the significant or potentially significant environmental effects to a "less than significant" level.

Prior to public and agency review of the Draft IS/MND, the project applicant, on behalf of any future owners, applicants, developers and/or successors-in-interest, entered into a Mitigation Agreement with the City of Stockton. The Mitigation Agreement attaches all of the mitigation measures identified in the IS/MND to the proposed project as binding conditions of approval. The Mitigation Agreement also provides that any other mitigation measures, which may be imposed on the project by responsible and/or trustee agencies, and/or by City of Stockton advisory and final decision-making bodies, will also be binding on the project.

The IS/MND was circulated for agency and public review in September of 2017. Seven agency comments were received on the IS/MND; These comments are shown and responded to in Section

3.0 of the Final IS/MND. It is anticipated that the Final IS/MND will be adopted by the City, in conjunction with this document, prior to taking action on the project.

1.2 CEQA REQUIREMENTS REGARDING FINDINGS

When an Environmental Impact Report (EIR) has been prepared for a project, CEQA requires that, prior to project approval, the Lead Agency make specified findings related to each of the significant or potentially significant environmental effects considered in the EIR. Specific findings are not required by CEQA when the agency proposes to adopt a Negative Declaration. In the interest of public disclosure, however, it is the policy of the City of Stockton to make specific findings with respect to the environmental effects addressed in an Initial Study/Mitigated Negative Declaration.

The City's findings for Negative Declarations parallel the EIR findings requirements set forth in CEQA Guidelines Section 15091. All of the potentially significant effects of the project will be reduced to less than significant by proposed mitigation measures.

CEQA findings must as a rule be based upon substantial evidence. The substantial evidence in this case consists of the information, analysis and mitigation measures described in the Draft IS/MND, as well as any other information incorporated into these documents by reference. A copy of the Final IS/MND is available for review at the Stockton Permit Center, 345 North El Dorado Street, Stockton, CA. Specific references to supporting information for each finding are provided in Column 4 of the findings and mitigation monitoring table, following.

1.3 CEQA REQUIREMENTS REGARDING MITIGATION MONITORING AND REPORTING

To ensure that mitigation measures included in a Mitigated Negative Declaration are actually implemented, CEQA requires the adoption of a mitigation monitoring or reporting program (CEQA Guidelines Section 15074). Specifically, the Guidelines require that the lead agency:

" . . . adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects."

These requirements are met collectively by the Mitigation Monitoring/Reporting Table shown in Section 2.0 of this document. The table lists all of the potential environmental effects of the project that were identified in the Draft IS/MND, identifies all of the mitigation measures that address these effects, and identifies the entities that would be responsible for implementing, and monitoring implementation of, the mitigation measures.

1.4 ORGANIZATION OF THIS DOCUMENT

This document is divided into two chapters. Chapter 1.0 is this Introduction, which provides background information and a discussion of CEQA requirements related to approval of the project. Chapter 2.0 presents the Mitigation Monitoring/Reporting Program and CEQA findings for the project in the form of a table. The table lists all mitigation measures applicable to the project, identifies implementation responsibilities, sets forth the City's finding with regard to the effectiveness of mitigation measures defined for each impact, and establishes the rationale for each

finding. Section 3.0 following the table sets forth the City's Mitigation Reporting Program for the project.

2.0 MITIGATION MONITORING/REPORTING PROGRAM AND FINDINGS

The following table summarizes the significant or potentially significant environmental effects that could result from approval of the proposed project. The table identifies 1) each environmental effect and its significance prior to mitigation, 2) how each significant environmental effect would be mitigated, 3) the responsibility for implementation of each mitigation measure, 4) the responsibility for monitoring of the mitigation measures, if the project is approved, 5) the City's finding with respect to each significant environmental effect, and 6) the City's rationale for that finding. The table follows the same sequence as the impact analysis in the IS/MND. Reporting actions required to ensure that the mitigation measures are implemented are described on the last page of the table.

The City's findings with respect to the project are listed in the last column of the table, for each of the significant effects identified by the IS/MND. Codes used to identify the significance of each environmental effect after mitigation measures are applied, and the City's finding with respect to each effect, are summarized on the first page of the table. For the purposes of this document:

- A "Significant" environmental effect is a substantial adverse change in the environment (CEQA Guidelines Section 15382),
- A "Potentially Significant" effect is one which is likely, but not certain, to cause future substantial adverse changes to the environment,
- A "Cumulatively Significant" effect is a substantial adverse change in the environment that is the result of cumulative development in the City of Stockton,
- A "Significant and Unavoidable" effect is one for which there is no known or feasible mitigation, and
- A "Not Significant" effect is one that may be adverse, but is not substantial, or has been rendered so as the result of mitigation measures.

**CITY OF STOCKTON
CEQA FINDINGS AND MITIGATION MONITORING/REPORTING PROGRAM
(PURSUANT TO CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 21081 AND 21081.6)**

PROJECT DATA

KEY

<p>INITIAL STUDY FILE NO.: P16-0667</p> <p>Property Owner(s): Jimenez-Thornton Ranch Address: P.O Box 965 Lodi, CA 95241</p> <p>Project Applicant: PS Fuels, LLC Address: 2190 Meridian Park Blvd., Suite G Concord, CA 94520</p> <p>Project Title: Thornton Road/Eight Mile Road ARCO</p> <p>The project applicant proposes to construct an ARCO fueling station and other commercial structures on 2.11 acres of an approximately 10.09-acre site at the intersection of Eight Mile Road and Thornton Road in north Stockton. The project would include three commercial structures: a fueling station and convenience store approximately 3,799 square feet, a fast-food restaurant approximately 3,462 square feet, and a retail building approximately 4,000 square feet. The fueling station would have 16 dispensing pumps. A carwash would be attached to the convenience store building, and the fast-food restaurant would have a drive-through. The overall commercial development would have 78 parking spaces. Access would be provided off Thornton Road and Eight Mile Road.</p>	<p>1. The impacts are shaded and followed by related mitigation measures, implementation and monitoring provisions, and findings.</p> <p>2. Abbreviations: N/A = (Not Applicable); COS = (City of Stockton); ODS = (Owners, Developers and/or Successors-in- Interest); CDD = (Community Development Department); CD-P = (Community Development-Planning Division); CD-B = (Community Development-Building Division); PW = (Public Works Department); CM = (City Manager); CA = (City Attorney); P&R = (Parks and Recreation Department); HR = (Housing and Redevelopment Department); MUD = (Municipal Utilities Department); FD = (Fire Department); PD = (Police Department); PC = (Planning Commission); CC = (City Council); SJC = (San Joaquin County); ALUC = (Airport Land Use Commission).</p>
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FINDINGS AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

<p>Findings for significant and potentially significant impacts identified in the Final EIR or Negative Declaration/Initial Study are listed as follows:</p> <ol style="list-style-type: none"> Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect identified in the Final EIR or Negative Declaration/Initial Study, or Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the City of Stockton. Such changes have been adopted by such other agency, or can and should be adopted by such other agency, or The City of Stockton has previously adopted findings of specific economic, social, or other considerations which make infeasible the mitigation measures and project alternatives identified in the Final EIR or Negative Declaration/Initial Study. <p>The level of significance (LS) of each impact after mitigation is listed as: SU= (significant and unavoidable), PS=(potentially significant), or NS=(not significant). The basis for the Findings is provided in applicable sections of the Final EIR, Negative Declaration/Initial Study, or previously adopted Findings or Statement of Overriding Considerations, as referenced in the last (fourth) column on the following pages under "Rationale."</p>

LEAD AGENCY:

CITY OF STOCKTON
c/o Community Development Dept./Planning Division
345 North El Dorado Street, Stockton, CA 95202-1997
(209) 937-8266

Jenny Liaw Senior Planner

DATE (FINDINGS/MONITORING PROGRAM ADOPTED)

1. AESTHETICS			
a) Effects on Scenic Vistas. There are no significant or potentially significant impacts in this issue area.			
b) Effects on Scenic Resources. There are no significant or potentially significant impacts in this issue area.			
c) Effects on Visual Character and Quality. There are no significant or potentially significant impacts in this issue area.			
d) Project Effects on Light and Glare.			
AES-1: Site development plans shall include a photometric site plan that describes the type of lighting that will be used and the amount of illumination that would occur on the site and on the property lines of adjacent residential parcels or parcels zoned for residential uses. The photometric plan shall demonstrate that indirect illumination on the property lines is consistent with the standards set forth in Stockton Municipal Code Section 16.32.070(A). The photometric site plan shall be part of the development application package to be reviewed and approved by the City.	The ODS will be responsible for the preparation and submittal of the photometric site plan.	The CDD utilities ensure that the PMSP is reviewed approved and incorporated into building plan prints issuance of building permits	1, NS Rationale: IS MND Pages 3-10, 11
2 AGRICULTURE AND FORESTRY RESOURCES			
a) Conversion of Agricultural Land. There are no significant or potentially significant impacts in this issue area.			
b) Conflicts with Agricultural Zoning and Williamson Act. There are no significant or potentially significant impacts in this issue area.			
c) Conflicts with Forest Land Conversion and Zoning. There are no significant or potentially significant impacts in this issue area.			
d) Indirect Conversion of Farmland of Forest Land. There are no significant or potentially significant impacts in this issue area.			
3 AIR QUALITY			
a) Air Quality Plan Consistency. There are no significant or potentially significant impacts in this issue area.			
b, d) Construction Emissions. There are no significant or potentially significant impacts in this issue area.			
c) Cumulative Emissions Impacts. There are no significant or potentially significant impacts in this issue area.			
e) Odor Impacts. There are no significant or potentially significant impacts in this issue area.			
4 BIOLOGICAL RESOURCES			
a) Effects on Special-Status Species. This is a potentially significant impact.			
BIO-1: Prior to construction activities, the beginning of which occurs from March to August, the ODS shall conduct a preconstruction nest survey to determine the presence of any bird species or their nests. The survey shall be conducted by a qualified biologist, who shall make recommendations on the treatment of	The ODS will be responsible for retaining a qualified biologist to conduct the preconstruction	The CDD-BD will verify that survey requirements have been met as specified or through participation in the	1, NS Rationale:

<p>any located nests that shall be implemented by the ODS, including but not limited to establishment of buffer areas and restrictions on construction equipment operations near the nest.</p> <p>BIO-2: The applicant shall apply to the San Joaquin Council of Governments (SJCOG) for coverage under the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). The project site will be inspected by the SJMSCP biologist, who will recommend any Incidental Take Minimization Measures (ITMMs) set forth in the SJMSCP should be implemented. The ODS shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified ITMMs.</p>	<p>survey.</p>	<p>SJMSCP.</p>	<p>IS/MND Page 3-24</p>
<p>b) Effects on Riparian and Other Sensitive Habitats. There are no significant or potentially significant impacts in this issue area.</p>			
<p>c) Effects on Wetlands. There are no significant or potentially significant impacts in this issue area.</p>			
<p>d) Effects on Fish and Wildlife Movement. There are no significant or potentially significant impacts in this issue area.</p>			
<p>e) Local Biological Requirements. There are no significant or potentially significant impacts in this issue area.</p>			
<p>f) Project Conflict with Habitat Conservation Plans. There are no significant or potentially significant impacts in this issue area.</p>			
<p>5 CULTURAL RESOURCES</p>			
<p>a, b) Project Impacts on Potential Historical Resources, Archaeological Resources. This is a potentially significant impact.</p>			
<p>CULT-1: If any subsurface cultural or paleontological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist or paleontologist, as appropriate, can examine these materials and make a determination of their significance. If the resource is determined to be significant, recommendations shall be made on further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The CDD shall be notified of any find, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the CDD, consistent with the requirements of the CEQA Guidelines.</p>	<p>The ODS will be responsible for retaining a qualified archeologist or paleontologist to evaluate and report archeological or paleontological resources.</p>	<p>The ODS will be responsible for engaging the qualified professional and prepare a report for the CDD. The CDD will verify that applicable requirements are met.</p>	<p>1, NS Rationale: IS/MND Pages 3-27</p>
<p>c) Project Impacts on Paleontological Resources and Unique Geological Features. This is a potentially significant impact, mitigated by CULT-1, above.</p>			
<p>d) Project Impacts on Human Burials. This is a potentially significant impact.</p>			

6 GEOLOGY AND SOILS			
a) Exposure of New Development to Fault Rupture, Seismic and Landslide Hazards. There are no significant or potentially significant impacts in this issue area.			
b) Exposure of New Development to Soil Erosion. This is a potentially significant issue.			
GEO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent with the State Water Resources Control Board (SWRCB) prior to commencement of construction activity, in compliance with the Construction General Permit and City of Stockton stormwater requirements. The SWPPP shall be available on the construction site at all times. The ODS shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The ODS shall submit the SWRCB Waste Discharger's Identification Number to the City prior to approval of development or grading plans.	The ODS will be responsible for preparation of the SWPPP & related actions.	The PW will be responsible for ensuring that storm requirements are met in conjunction with approval of subdivision improvement plans.	1, NS Rationale: IS/MND Pages 30, 31
c) Exposure of New Development to Geologic Instability. There are no significant or potentially significant impacts in this issue area.			
d) Exposure of New Development to Expansive Soils. This is a potentially significant issue.			
GEO-2: If required by the City, the Silver Springs geotechnical report shall be updated to reflect current standards and practices. GEO-3: Prior to issuance of a grading permit, a comprehensive grading plan shall be submitted to the City Engineer that addresses potential adverse impacts on structures due to expansive soils. The City Engineer shall review and approve the grading plan and building design, and the City Engineer or designated representative shall verify the implementation in the field.	The ODS will be responsible for preparation of geotechnical studies and grading plans.	The CDD-B will be responsible for review and approval of geotechnical studies and grading plans.	1, NS Rationale: IS/MND Pages 31,32
e) Adequacy of Soils for Sewage Disposal. There are no significant or potentially significant impacts in this issue area.			
7 GREENHOUSE GAS EMISSIONS			
a) Significance of GHG Emissions. There are no significant or potentially significant impacts in this issue area.			
8 HAZARDS AND HAZARDOUS MATERIALS			
a, b) Upset and Transportation Hazards. There are no significant or potentially significant impacts in this issue area.			
c) Hazards Materials Use or Emissions Near Schools. There are no significant or potentially significant impacts in this issue area.			
d) Hazardous Materials Sites. There are no significant or potentially significant impacts in this issue area.			
e, f) Aircraft Operations Effects. There are no significant or potentially significant impacts in this issue area.			
g) Emergency Response Effects. There are no significant or potentially significant impacts in this issue area.			

h) Wildland Fire Hazards. There are no significant or potentially significant impacts in this issue area.			
9 HYDROLOGY AND WATER QUALITY			
a, f) Project Effects Surface Waters and Water Quality. This is a potentially significant impact.			
<p>HYDRO-1: The ODS shall submit a Storm Water Quality Plan that shall include post-construction Best Management Practices (BMPs) as required by Title 13 of the SWQCCP. The Storm Water Quality Plan will be reviewed and approved by the City of Stockton Municipal Utilities Department prior to the Certificate of Occupancy.</p> <p>HYDRO-2: The ODS shall execute a Maintenance Agreement with the City for stormwater BMPs prior to receiving a Certificate of Occupancy. The ODS must remain the responsible party and provide funding for the operation, maintenance and replacement costs of the proposed treatment devices built for the subject property.</p> <p>HYDRO-3: The ODS shall comply with any and all requirements of, and pay all associated fees as required by, the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.</p>	<p>The ODS will be responsible for design and construction of storm water quality improvements, for preparing and executing a maintenance agreement for compliance with applicable COS codes related to storm water.</p>	<p>The MUD will be responsible for review and approval of storm water quality plans, ensuring that a maintenance Agreement has been executed.</p>	<p>1, NS Rationale: IS/MND Pages 3-41,42</p>
b) Project Effects on Groundwater Supplies. There are no potentially significant or significant impacts in this issue area.			
c, d, e) Project Effects on Drainage and Runoff. There are no potentially significant or significant impacts in this issue area.			
g) Flood Exposure. There are no potentially significant or significant impacts in this issue area.			
h) Impacts on Floodways. There are no potentially significant or significant impacts in this issue area.			
i) Dam Failure Hazards. There are no potentially significant or significant impacts in this issue area.			
j) Project Exposure to Seiche, Tsunami or Mudflow Hazards. There are no potentially significant or significant impacts in this issue area.			
10 LAND USE AND PLANNING			
a) Division of Established Community. There are no potentially significant or significant impacts in this issue area.			
b) Consistency with Land Use Plans and Zoning. There are no potentially significant or significant impacts in this issue area.			
c) Conflict with Habitat Conservation Plan. There are no potentially significant or significant impacts in this issue area.			
11 MINERAL RESOURCES			
a) Availability of Mineral Resources of State Value. There are no significant or potentially significant impacts in this issue area.			
b) Availability of Mineral Resources of Local Value. There are no significant or potentially significant impacts in this issue area.			

12 NOISE			
a) Project Exposure to Noise Exceeding Local Standards. There are no significant or potentially significant impacts in this issue area.			
NOISE-1: A concrete masonry unit wall eight (8) feet in height shall be constructed along the southern and eastern property lines of the commercial development as shown in Figure 2 of the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016 (in Appendix E of this IS/MND).	The ODS will be responsible for project design and operation in accordance with the specified mitigation standards.	The CDD-B will ensure that approved building plans reflect the specified design standards.	1, NS Rationale: IS/MND Pages 3-47,48
NOISE-2: The car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 15 dB noise reduction. Alternatively, the car wash shall be equipped with entrance and exit doors which shall be closed during the drying cycle and which would provide a minimum 10 dB noise reduction, and car wash dryers shall be selected that are 5 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016.			
NOISE-3: Vacuum usage shall be limited to daytime hours (7:00 a.m. to 7:00 p.m.). Alternatively, a vacuum system shall be procured that is 10 dB lower in noise generation than that assumed in the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 31, 2016.			
b) Project Exposure to Groundborne Noise. There are no significant or potentially significant impacts in this issue area.			
c) Permanent Increase in Ambient Noise. There are no significant or potentially significant impacts in this issue area.			
d) Temporary or Periodic Increase in Ambient Noise. This is a potentially significant impact.			
NOISE-4: All construction equipment used at the project site shall be fitted with mufflers in accordance with manufacturers' specifications. Mufflers shall be installed on the equipment at all times on the construction site.	The contractor will be responsible for implementing noise controls.	The CD-B will be responsible for monitoring controls on contractor activities.	1, NS Rationale: IS/MND Pages 3-47 – 3-49
e, f) Project Exposure to Aircraft Operations Noise. There are no significant or potentially significant impacts in this issue area.			
13 POPULATION AND HOUSING			
a) Population Growth Inducement. There are no significant or potentially significant impacts in this issue area.			
b, c) Displacement of Housing or People. There are no significant or potentially significant impacts in this issue area.			

14 PUBLIC SERVICES/FACILITIES			
a) Fire Protection Impacts. This is a potentially significant impact.			
b) Police Protection Impacts. This is a potentially significant impact.			
SERV-1: The ODS shall coordinate with the Stockton Police Department as required to establish adequate security and visibility of the construction site.	The ODS will be responsible for consultation with the PD, and for establishment and maintenance of security measures.	The PD will be responsible for monitoring, compliance and identifying additional measures if needed.	1,NS Rationale: IS/MND Pages 3-51,52
c) School Impacts. There are no significant or potentially significant impacts in this issue area.			
d) Park Impacts. There are no significant or potentially significant impacts in this issue area.			
e) Other Public Facilities Impacts. There are no significant or potentially significant impacts in this issue area.			
15 RECREATION			
a,b) Recreational Facilities. There are no significant or potentially significant impacts in this issue area.			
16 TRANSPORTATION/CIRCULATION			
a) Consistency with Applicable Plans, Ordinances and Policies. There are no significant or potentially significant impacts in this issue area.			
b) Conflict With Congestion Management Program. There are no significant or potentially significant impacts in this issue area.			
c) Impact on Air Traffic Patterns. There are no significant or potentially significant impacts in this issue area.			
d, e) Traffic Hazards and Emergency Access. This is a potentially significant issue area.			
TRANS-1: The ODS shall install barriers on Eight Mile Road and Thornton Road along the commercial development frontage to prevent vehicles from making left turns to the commercial development. The type of barrier shall be subject to the City's review and approval.	The ODS will be responsible for design and construction of traffic barriers to City specifications.	The PW will be responsible for review and approval of street improvement plans and construction inspection.	1,NS Rationale: IS/MND 3-57,58
17 TRIBAL CULTURAL RESOURCES			

<p>TCR-1: The ODS shall retain a qualified professional archaeologist and a representative of the Wilton Rancheria to monitor all ground disturbing activities that occur within the project site. The Wilton Rancheria Native American Monitor shall be compensated per Wilton Rancheria's Tribal Inspector/Monitoring Rates 2017 Schedule of Time and Material Rates sheet.</p> <p>TCR-2: In the event that construction encounters evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted until the qualified archaeologist/Wilton Rancheria Cultural Resources Officer can evaluate the nature and significance of the find. The ODS shall immediately notify the County Coroner, the Stockton Community Development Department, and the Wilton Rancheria Cultural Resources Officer. Appropriate federal and State agencies also shall be notified, in accordance with the provisions in the Archaeological Resources Protection Act (16 USC 469), Native American Graves Protection and Repatriation Act (25 U.S.C. 3001-30013), California Health and Safety Code section 7050.5, and California Public Resources Code section 5097.9 <i>et al.</i> The ODS will be responsible for compliance with the requirements of CEQA as to human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission, stating Wilton Rancheria has been working on the project, and they will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.</p> <p>TCR-3: In the event that any other cultural resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist/Wilton Rancheria Cultural Resources Officer can examine the materials and make a determination of their significance. If the resource is determined to be significant, the archaeologist shall make recommendations, in consultation with Wilton Rancheria, as to further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. The ODS will be responsible for retaining the archaeologist and Wilton Rancheria Tribal Monitor and implementing the recommendations of the archaeologist, including submittal of a written report to the Stockton Community Development Department and the Wilton Rancheria documenting the find and its treatment.</p> <p>TCR-4: Construction foremen and key members of trenching crews shall be instructed to be wary of the possibility of destruction of buried cultural resource materials. They shall be instructed to recognize signs of historic and prehistoric use and their responsibility to report any such finds, or suspected finds, immediately to the archaeology consultant/Wilton Rancheria Tribal Monitor so damage to such resources may be prevented.</p>	<p>The ODS will be responsible for retaining qualified archeological professionals and Native American monitors to meet the specified requirements.</p>	<p>The CDD will be responsible for overseeing and approving, monitoring and reporting activities.</p>	<p>1, NS Rationale: IS/MND Pages 3-59, 60,61</p>
<p>18 UTILITIES/ SERVICE SYSTEMS</p>			
<p>a, b, e) Effects on Wastewater Systems. This is a potentially significant issue area.</p>			
<p>UTIL-1: The ODS shall submit detailed subdivision improvement plans prior to project construction. The improvement plans shall show all on-site and off-site utilities necessary to provide sanitary sewer, water, and storm drainage service. The plans shall be designed in accordance with the City of Stockton's most recently adopted master plans for sanitary sewer, water, and storm drainage, and with the City's Standard Specifications and Plans.</p>	<p>The ODS will be responsible for preparation of subdivision, improvement plans to address utility specifications</p>	<p>The PW will be responsible for review and approval of subdivision improvement plans.</p>	<p>1, NS Rationale: IS/MND</p>

	Pages 3-62,63
b, d) Effects on Water Systems and Supply. There are no significant or potentially significant impacts in this issue area.	
c) Effects on Stormwater Systems. There are no significant or potentially significant impacts in this issue area.	
f, g) Solid Waste Services. There are no significant or potentially significant impacts in this issue area.	
18 MANDATORY FINDINGS OF SIGNIFICANCE	
a) Environmental Quality, Species Impacts, Historical Resources. There are no significant or potentially significant impacts in this issue area.	
b) Cumulative Impacts. There are no significant or potentially significant impacts in this issue area.	
c) Other Substantial Adverse Effects. There are no significant or potentially significant impacts in this issue area.	

3.0 MITIGATION REPORTING PROGRAM

This section describes the mitigation reporting program established for the above-described project pursuant to Section 21081.6 of the Public Resources Code. This program consists of the following steps:

- a. The Community Development Department shall utilize the above-listed Mitigation Implementation and Monitoring Program (Section I) as a checklist of mitigation measures to be implemented for the project. Implementation of the applicable measures shall be included as a condition of all applicable discretionary approvals, improvement plans and/or construction permits.
- b. The project applicant (i.e., owner, developer, originating City department, or other responsible agency, as applicable) and/or successors-in-interest shall file a written report with the Community Development Department, which will monitor the implementation of required mitigation measures. Similarly, any public agency having jurisdiction over natural resources affected by the project shall monitor and report upon the implementation of any mitigation measures incorporated at their request. Such written report(s) shall be submitted to the Community Development Department approximately once every twelve (12) months following approval of improvement plans and/or construction permits. The written report shall briefly state the status in implementing each adopted mitigation measure.
- c. The Community Development Department shall review the monitoring report(s) and determine whether there is any unusual and substantial delay in, or obstacle to, implementing the adopted mitigation measures. In reviewing the timeliness of implementation, the Community Development Department shall consider any timetable for the project and the required mitigation measures provided by the applicant and/or other responsible agency, as applicable. The Community Development Department and other City Departments may, to the extent deemed necessary, use scheduled inspections to monitor mitigation implementation.
- d. The result of the Community Development Department's review of the annual report(s) will be provided to the applicant in writing within thirty (30) calendar days after receipt of the annual report. If the Community Development Department determines that a required mitigation measure is not being properly implemented, it shall consult with the applicant and, if possible, agree upon additional actions to be taken to implement the mitigation measures.

The Community Development Department shall be limited to imposing reasonable actions as permitted by law that will implement the required mitigation measures. Any decision of the Senior Civil Engineer related to the annual monitoring report may be appealed to the City Planning Commission and/or City Council, as applicable, within ten (10) calendar days following said written determination.

- e. Such monitoring and reporting shall continue until the Community Development Department, in consultation with the other applicable City departments, determines that compliance has been fully achieved or, for ongoing measures (e.g., maintenance of facilities), determines that existing enforcement procedures relating to conditions of approval will provide adequate verification of compliance.

APPENDIX B
AIR QUALITY MODELING RESULTS

Thornton 8 Mile ARCO - Commercial - San Joaquin County, Annual

**Thornton 8 Mile ARCO - Commercial
San Joaquin County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	3.46	1000sqft	0.08	3,462.00	0
Convenience Market With Gas Pumps	16.00	Pump	0.05	3,799.00	0
User Defined Commercial	1.00	User Defined Unit	1.00	4,978.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	51
Climate Zone	2	Operational Year	2021		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics -

Land Use - Used defined commercial is carwash; user defined unit is tunnel.

Construction Phase - No demolition. Construction period six months.

Grading - Total developable area.

Architectural Coating - Per SJVAPCD Rule 4601.

Vehicle Trips - Weekday trip rates from ITE Trip Generation, 10th edition. User defined Sat and Sun rates from observations at carwash in Sacramento.

Area Coating - Per SJVAPCD Rule 4601.

Energy Use - User defined commercial assumed to have same energy use as gas station/convenience store.

Water And Wastewater - Estimated water usage.

Solid Waste - Estimated solid waste generation.

Mobile Land Use Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	160.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	4.00	5.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	5.00
tblEnergyUse	LightingElect	0.00	5.91

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tblEnergyUse	NT24E	0.00	1.98
tblEnergyUse	NT24NG	0.00	0.36
tblEnergyUse	T24E	0.00	3.90
tblEnergyUse	T24NG	0.00	11.34
tblGrading	AcresOfGrading	1.88	2.00
tblGrading	AcresOfGrading	2.50	2.00
tblLandUse	LandUseSquareFeet	3,460.00	3,462.00
tblLandUse	LandUseSquareFeet	2,258.80	3,799.00
tblLandUse	LandUseSquareFeet	0.00	4,978.00
tblLandUse	LotAcreage	0.00	1.00
tblSolidWaste	SolidWasteGenerationRate	0.00	5.00
tblVehicleTrips	CC_TTP	0.00	80.20
tblVehicleTrips	CNW_TTP	0.00	19.00
tblVehicleTrips	CW_TTP	0.00	0.80
tblVehicleTrips	DV_TP	0.00	21.00
tblVehicleTrips	PB_TP	0.00	65.00
tblVehicleTrips	PR_TP	0.00	14.00
tblVehicleTrips	ST_TR	0.00	718.00
tblVehicleTrips	SU_TR	0.00	718.00
tblVehicleTrips	WD_TR	542.60	230.52
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	0.00	503.00
tblWater	IndoorWaterUseRate	0.00	146,000.00

2.0 Emissions Summary

Thornton 8 Mile ARCO - Commercial - San Joaquin County, Annual

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					
2020	0.2032	1.3120	1.1324	1.9600e-003	0.0308	0.0690	0.0998	0.0148	0.0665	0.0813	0.0000	162.7803	162.7803	0.0305	0.0000	163.5431
Maximum	0.2032	1.3120	1.1324	1.9600e-003	0.0308	0.0690	0.0998	0.0148	0.0665	0.0813	0.0000	162.7803	162.7803	0.0305	0.0000	163.5431

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					
2020	0.2032	1.3120	1.1324	1.9600e-003	0.0162	0.0690	0.0852	7.3000e-003	0.0665	0.0737	0.0000	162.7801	162.7801	0.0305	0.0000	163.5429
Maximum	0.2032	1.3120	1.1324	1.9600e-003	0.0162	0.0690	0.0852	7.3000e-003	0.0665	0.0737	0.0000	162.7801	162.7801	0.0305	0.0000	163.5429

	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
Percent Reduction	0.00	0.00	0.00	0.00	47.48	0.00	14.66	50.74	0.00	9.27	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2020	6-30-2020	0.4758	0.4758
2	7-1-2020	9-30-2020	0.5615	0.5615
		Highest	0.5615	0.5615

2.2 Overall Operational
Unmitigated Operational

Category	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
	tons/yr										MT/yr					
Area	0.0507	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.7000e-004	3.7000e-004	0.0000	0.0000	3.9000e-004
Energy	2.6000e-003	0.0236	0.0198	1.4000e-004		1.7900e-003	1.7900e-003		1.7900e-003	1.7900e-003	0.0000	87.3704	87.3704	3.2800e-003	1.0500e-003	87.7648
Mobile	1.3867	8.3080	9.2052	0.0263	1.4444	0.0242	1.4686	0.3873	0.0227	0.4100	0.0000	2,427.1161	2,427.1161	0.2276	0.0000	2,432.8060
Waste						0.0000	0.0000		0.0000	0.0000	9.1062	0.0000	9.1062	0.5382	0.0000	22.5602
Water						0.0000	0.0000		0.0000	0.0000	0.4326	2.3191	2.7516	0.0445	1.0700e-003	4.1841
Total	1.4399	8.3316	9.2252	0.0264	1.4444	0.0260	1.4704	0.3873	0.0245	0.4118	9.5388	2,516.8059	2,526.3447	0.8136	2.1200e-003	2,547.3155

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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	0.0507	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.7000e-004	3.7000e-004	0.0000	0.0000	3.9000e-004
Energy	2.6000e-003	0.0236	0.0198	1.4000e-004		1.7900e-003	1.7900e-003		1.7900e-003	1.7900e-003	0.0000	87.3704	87.3704	3.2800e-003	1.0500e-003	87.7648
Mobile	1.3668	8.1167	8.7511	0.0242	1.2740	0.0224	1.2963	0.3416	0.0210	0.3626	0.0000	2,237.3451	2,237.3451	0.2224	0.0000	2,242.9040
Waste						0.0000	0.0000		0.0000	0.0000	2.2765	0.0000	2.2765	0.1345	0.0000	5.6400
Water						0.0000	0.0000		0.0000	0.0000	0.3461	1.8552	2.2013	0.0356	8.6000e-004	3.3473
Total	1.4200	8.1403	8.7711	0.0243	1.2740	0.0242	1.2981	0.3416	0.0228	0.3644	2.6226	2,326.5712	2,329.1938	0.3958	1.9100e-003	2,339.6565

	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
Percent Reduction	1.38	2.30	4.92	7.84	11.80	6.97	11.72	11.80	6.98	11.51	72.51	7.56	7.80	51.35	9.91	8.15

3.0 Construction Detail

Construction Phase

Thornton 8 Mile ARCO - Commercial - San Joaquin County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2020	3/31/2020	5	0	
2	Site Preparation	Site Preparation	4/1/2020	4/7/2020	5	5	
3	Grading	Grading	4/15/2020	4/21/2020	5	5	
4	Building Construction	Building Construction	4/29/2020	12/8/2020	5	160	
5	Paving	Paving	10/14/2020	10/20/2020	5	5	
6	Architectural Coating	Architectural Coating	10/21/2020	10/27/2020	5	5	

Acres of Grading (Site Preparation Phase): 2

Acres of Grading (Grading Phase): 2

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 18,359; Non-Residential Outdoor: 6,120; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Thornton 8 Mile ARCO - Commercial - San Joaquin County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Thornton 8 Mile ARCO - Commercial - San Joaquin County, Annual

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	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	4.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	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	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

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

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3.2 Demolition - 2020

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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3.2 Demolition - 2020

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2020

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					0.0142	0.0000	0.0142	7.3600e-003	0.0000	7.3600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0700e-003	0.0459	0.0193	4.0000e-005		2.0500e-003	2.0500e-003		1.8900e-003	1.8900e-003	0.0000	3.7816	3.7816	1.2200e-003	0.0000	3.8122
Total	4.0700e-003	0.0459	0.0193	4.0000e-005	0.0142	2.0500e-003	0.0163	7.3600e-003	1.8900e-003	9.2500e-003	0.0000	3.7816	3.7816	1.2200e-003	0.0000	3.8122

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3.3 Site Preparation - 2020

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	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1413	0.1413	0.0000	0.0000	0.1414
Total	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1413	0.1413	0.0000	0.0000	0.1414

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					6.4100e-003	0.0000	6.4100e-003	3.3100e-003	0.0000	3.3100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0700e-003	0.0459	0.0193	4.0000e-005		2.0500e-003	2.0500e-003		1.8900e-003	1.8900e-003	0.0000	3.7816	3.7816	1.2200e-003	0.0000	3.8122
Total	4.0700e-003	0.0459	0.0193	4.0000e-005	6.4100e-003	2.0500e-003	8.4600e-003	3.3100e-003	1.8900e-003	5.2000e-003	0.0000	3.7816	3.7816	1.2200e-003	0.0000	3.8122

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3.3 Site Preparation - 2020

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	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1413	0.1413	0.0000	0.0000	0.1414
Total	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1413	0.1413	0.0000	0.0000	0.1414

3.4 Grading - 2020

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					0.0124	0.0000	0.0124	6.3200e-003	0.0000	6.3200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3700e-003	0.0377	0.0161	4.0000e-005		1.7100e-003	1.7100e-003		1.5700e-003	1.5700e-003	0.0000	3.0974	3.0974	1.0000e-003	0.0000	3.1224
Total	3.3700e-003	0.0377	0.0161	4.0000e-005	0.0124	1.7100e-003	0.0141	6.3200e-003	1.5700e-003	7.8900e-003	0.0000	3.0974	3.0974	1.0000e-003	0.0000	3.1224

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3.4 Grading - 2020

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	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1413	0.1413	0.0000	0.0000	0.1414
Total	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1413	0.1413	0.0000	0.0000	0.1414

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					5.5600e-003	0.0000	5.5600e-003	2.8400e-003	0.0000	2.8400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3700e-003	0.0377	0.0161	4.0000e-005		1.7100e-003	1.7100e-003		1.5700e-003	1.5700e-003	0.0000	3.0974	3.0974	1.0000e-003	0.0000	3.1224
Total	3.3700e-003	0.0377	0.0161	4.0000e-005	5.5600e-003	1.7100e-003	7.2700e-003	2.8400e-003	1.5700e-003	4.4100e-003	0.0000	3.0974	3.0974	1.0000e-003	0.0000	3.1224

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3.4 Grading - 2020

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	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1413	0.1413	0.0000	0.0000	0.1414
Total	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1413	0.1413	0.0000	0.0000	0.1414

3.5 Building Construction - 2020

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	0.1624	1.1831	1.0551	1.7600e-003		0.0637	0.0637		0.0615	0.0615	0.0000	145.2337	145.2337	0.0270	0.0000	145.9077
Total	0.1624	1.1831	1.0551	1.7600e-003		0.0637	0.0637		0.0615	0.0615	0.0000	145.2337	145.2337	0.0270	0.0000	145.9077

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3.5 Building Construction - 2020

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	6.5000e-004	0.0189	4.0300e-003	5.0000e-005	1.0600e-003	1.0000e-004	1.1600e-003	3.1000e-004	1.0000e-004	4.1000e-004	0.0000	4.2976	4.2976	2.7000e-004	0.0000	4.3043
Worker	1.2800e-003	9.2000e-004	9.0400e-003	3.0000e-005	2.5500e-003	2.0000e-005	2.5700e-003	6.8000e-004	2.0000e-005	6.9000e-004	0.0000	2.2605	2.2605	6.0000e-005	0.0000	2.2620
Total	1.9300e-003	0.0198	0.0131	8.0000e-005	3.6100e-003	1.2000e-004	3.7300e-003	9.9000e-004	1.2000e-004	1.1000e-003	0.0000	6.5581	6.5581	3.3000e-004	0.0000	6.5663

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	0.1624	1.1831	1.0551	1.7600e-003		0.0637	0.0637		0.0615	0.0615	0.0000	145.2335	145.2335	0.0270	0.0000	145.9076
Total	0.1624	1.1831	1.0551	1.7600e-003		0.0637	0.0637		0.0615	0.0615	0.0000	145.2335	145.2335	0.0270	0.0000	145.9076

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3.5 Building Construction - 2020

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	6.5000e-004	0.0189	4.0300e-003	5.0000e-005	1.0600e-003	1.0000e-004	1.1600e-003	3.1000e-004	1.0000e-004	4.1000e-004	0.0000	4.2976	4.2976	2.7000e-004	0.0000	4.3043
Worker	1.2800e-003	9.2000e-004	9.0400e-003	3.0000e-005	2.5500e-003	2.0000e-005	2.5700e-003	6.8000e-004	2.0000e-005	6.9000e-004	0.0000	2.2605	2.2605	6.0000e-005	0.0000	2.2620
Total	1.9300e-003	0.0198	0.0131	8.0000e-005	3.6100e-003	1.2000e-004	3.7300e-003	9.9000e-004	1.2000e-004	1.1000e-003	0.0000	6.5581	6.5581	3.3000e-004	0.0000	6.5663

3.6 Paving - 2020

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	2.1000e-003	0.0211	0.0222	3.0000e-005		1.1700e-003	1.1700e-003		1.0800e-003	1.0800e-003	0.0000	2.9414	2.9414	9.3000e-004	0.0000	2.9647
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.1000e-003	0.0211	0.0222	3.0000e-005		1.1700e-003	1.1700e-003		1.0800e-003	1.0800e-003	0.0000	2.9414	2.9414	9.3000e-004	0.0000	2.9647

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3.6 Paving - 2020

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	9.2000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2296	0.2296	1.0000e-005	0.0000	0.2297
Total	1.3000e-004	9.0000e-005	9.2000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2296	0.2296	1.0000e-005	0.0000	0.2297

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	2.1000e-003	0.0211	0.0222	3.0000e-005		1.1700e-003	1.1700e-003		1.0800e-003	1.0800e-003	0.0000	2.9414	2.9414	9.3000e-004	0.0000	2.9647
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.1000e-003	0.0211	0.0222	3.0000e-005		1.1700e-003	1.1700e-003		1.0800e-003	1.0800e-003	0.0000	2.9414	2.9414	9.3000e-004	0.0000	2.9647

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3.6 Paving - 2020

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	9.2000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2296	0.2296	1.0000e-005	0.0000	0.2297
Total	1.3000e-004	9.0000e-005	9.2000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2296	0.2296	1.0000e-005	0.0000	0.2297

3.7 Architectural Coating - 2020

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	0.0284					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1000e-004	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396
Total	0.0290	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396

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3.7 Architectural Coating - 2020
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	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0177	0.0177	0.0000	0.0000	0.0177
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0177	0.0177	0.0000	0.0000	0.0177

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	0.0284					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1000e-004	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396
Total	0.0290	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396

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3.7 Architectural Coating - 2020

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	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0177	0.0177	0.0000	0.0000	0.0177
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0177	0.0177	0.0000	0.0000	0.0177

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Diversity
- Increase Transit Accessibility
- Improve Pedestrian Network

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	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	1.3668	8.1167	8.7511	0.0242	1.2740	0.0224	1.2963	0.3416	0.0210	0.3626	0.0000	2,237.345 1	2,237.345 1	0.2224	0.0000	2,242.904 0
Unmitigated	1.3867	8.3080	9.2052	0.0263	1.4444	0.0242	1.4686	0.3873	0.0227	0.4100	0.0000	2,427.116 1	2,427.116 1	0.2276	0.0000	2,432.806 0

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	3,688.32	3,271.52	2670.08	1,868,465	1,647,986
Fast Food Restaurant with Drive Thru	1,629.49	2,498.22	1877.81	1,671,570	1,474,325
User Defined Commercial	503.00	718.00	718.00	302,762	267,036
Total	5,820.81	6,487.74	5,265.89	3,842,797	3,389,347

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
User Defined Commercial	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.552050	0.036079	0.182449	0.124563	0.019215	0.004844	0.016098	0.055414	0.001187	0.001496	0.005121	0.000613	0.000871
Fast Food Restaurant with Drive Thru	0.552050	0.036079	0.182449	0.124563	0.019215	0.004844	0.016098	0.055414	0.001187	0.001496	0.005121	0.000613	0.000871
User Defined Commercial	0.552050	0.036079	0.182449	0.124563	0.019215	0.004844	0.016098	0.055414	0.001187	0.001496	0.005121	0.000613	0.000871

5.0 Energy Detail

Historical Energy Use: N

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	61.6775	61.6775	2.7900e-003	5.8000e-004	61.9191
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	61.6775	61.6775	2.7900e-003	5.8000e-004	61.9191
NaturalGas Mitigated	2.6000e-003	0.0236	0.0198	1.4000e-004		1.7900e-003	1.7900e-003		1.7900e-003	1.7900e-003	0.0000	25.6930	25.6930	4.9000e-004	4.7000e-004	25.8457
NaturalGas Unmitigated	2.6000e-003	0.0236	0.0198	1.4000e-004		1.7900e-003	1.7900e-003		1.7900e-003	1.7900e-003	0.0000	25.6930	25.6930	4.9000e-004	4.7000e-004	25.8457

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5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas 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					
Convenience Market With Gas Pumps	44448.3	2.4000e-004	2.1800e-003	1.8300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.3719	2.3719	5.0000e-005	4.0000e-005	2.3860
Fast Food Restaurant with Drive Thru	378777	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2130	20.2130	3.9000e-004	3.7000e-004	20.3331
User Defined Commercial	58242.6	3.1000e-004	2.8600e-003	2.4000e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.1081	3.1081	6.0000e-005	6.0000e-005	3.1265
Total		2.5900e-003	0.0236	0.0198	1.4000e-004		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	25.6930	25.6930	5.0000e-004	4.7000e-004	25.8457

Mitigated

	Natural Gas 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					
Convenience Market With Gas Pumps	44448.3	2.4000e-004	2.1800e-003	1.8300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.3719	2.3719	5.0000e-005	4.0000e-005	2.3860
Fast Food Restaurant with Drive Thru	378777	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2130	20.2130	3.9000e-004	3.7000e-004	20.3331
User Defined Commercial	58242.6	3.1000e-004	2.8600e-003	2.4000e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.1081	3.1081	6.0000e-005	6.0000e-005	3.1265
Total		2.5900e-003	0.0236	0.0198	1.4000e-004		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	25.6930	25.6930	5.0000e-004	4.7000e-004	25.8457

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	44790.2	13.0300	5.9000e-004	1.2000e-004	13.0810
Fast Food Restaurant with Drive Thru	108534	31.5737	1.4300e-003	3.0000e-004	31.6974
User Defined Commercial	58690.6	17.0738	7.7000e-004	1.6000e-004	17.1407
Total		61.6775	2.7900e-003	5.8000e-004	61.9191

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	44790.2	13.0300	5.9000e-004	1.2000e-004	13.0810
Fast Food Restaurant with Drive Thru	108534	31.5737	1.4300e-003	3.0000e-004	31.6974
User Defined Commercial	58690.6	17.0738	7.7000e-004	1.6000e-004	17.1407
Total		61.6775	2.7900e-003	5.8000e-004	61.9191

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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	0.0507	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.7000e-004	3.7000e-004	0.0000	0.0000	3.9000e-004
Unmitigated	0.0507	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.7000e-004	3.7000e-004	0.0000	0.0000	3.9000e-004

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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	2.8400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0478					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.7000e-004	3.7000e-004	0.0000	0.0000	3.9000e-004
Total	0.0507	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.7000e-004	3.7000e-004	0.0000	0.0000	3.9000e-004

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	2.8400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0478					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.7000e-004	3.7000e-004	0.0000	0.0000	3.9000e-004
Total	0.0507	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.7000e-004	3.7000e-004	0.0000	0.0000	3.9000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.2013	0.0356	8.6000e-004	3.3473
Unmitigated	2.7516	0.0445	1.0700e-003	4.1841

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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	0.4209	5.4700e-003	1.3000e-004	0.5970
Fast Food Restaurant with Drive Thru	1.05023 / 0.0670357	2.0546	0.0343	8.2000e-004	3.1577
User Defined Commercial	0.146 / 0	0.2761	4.7700e-003	1.1000e-004	0.4295
Total		2.7516	0.0445	1.0600e-003	4.1841

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.133852 / 0.0820383	0.3367	4.3700e-003	1.1000e-004	0.4776
Fast Food Restaurant with Drive Thru	0.840181 / 0.0536286	1.6437	0.0274	6.6000e-004	2.5262
User Defined Commercial	0.1168 / 0	0.2209	3.8100e-003	9.0000e-005	0.3436
Total		2.2013	0.0356	8.6000e-004	3.3473

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.2765	0.1345	0.0000	5.6400
Unmitigated	9.1062	0.5382	0.0000	22.5602

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	39.86	8.0912	0.4782	0.0000	20.0457
User Defined Commercial	5	1.0150	0.0600	0.0000	2.5145
Total		9.1062	0.5382	0.0000	22.5602

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	9.965	2.0228	0.1195	0.0000	5.0114
User Defined Commercial	1.25	0.2537	0.0150	0.0000	0.6286
Total		2.2765	0.1345	0.0000	5.6400

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

APPENDIX C
REVISED NOISE STUDY

Environmental Noise Assessment

ARCO AM/PM Car Wash at West Eight Mile Road
& Thornton Road

Stockton, California

BAC Job # 2016-148

Prepared For:

Norcal Cajun Foods II, Inc.

Attn: Surina Mann
2190 Meridian Park Dr., Ste. G
Concord, CA 94520

Prepared By:

Bollard Acoustical Consultants, Inc.



Paul Bollard, President

November 7, 2019



Introduction

The proposed project consists of the construction of a new ARCO AM/PM minimart, gas station, and car wash located at the southeast corner of West Eight Mile Road and Thornton Road in the City of Stockton, California. Existing land uses in the project vicinity include residential uses to the west and southeast, commercial/office zoning to the south, and agricultural zoning to the north. The project site area with identified land uses is shown on Figure 1. Figure 2 provides the proposed project site plan.

Due to the proximity of the proposed project to the existing residences, as well as proximity to future residential uses to the immediate east and south of the project site, the project applicant has retained Bollard Acoustical Consultants, Inc. (BAC) to prepare an acoustical analysis for this project. The purposes of this analysis are to quantify noise levels associated with the proposed project, to assess the state of compliance of those noise levels with applicable noise standards, and if necessary, to recommend measures to reduce those noise levels to acceptable limits at the nearest noise sensitive uses.

Background on Noise and Acoustical Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

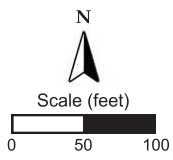
Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness.

The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels. Please see Appendix A for definitions of acoustical terminology used in this report. Appendix B illustrates common noise levels associated with various sources.



Legend

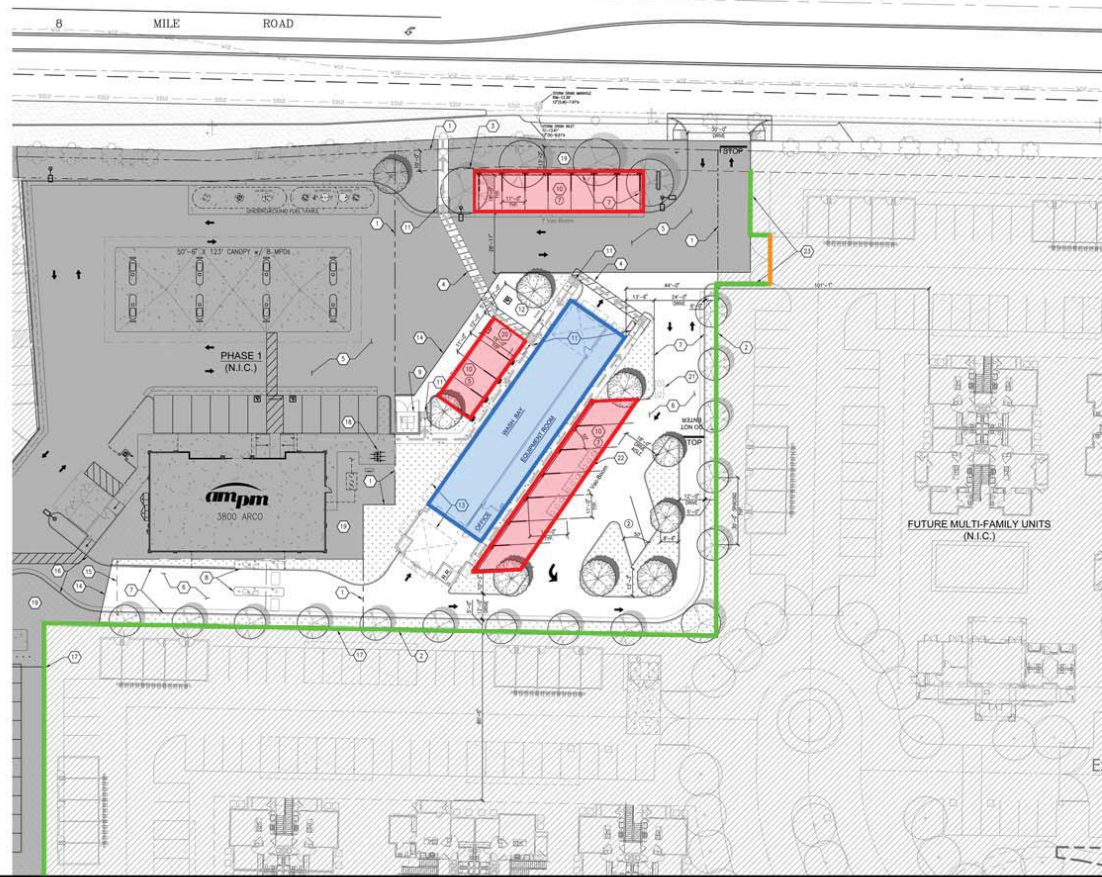
- Project Border (Approximate)
- Existing 7-Foot Tall CMU Noise Barrier
- Noise-Sensitive Receiver
- △ Long-Term Noise Level Measurement Location



ARCO AM/PM Car Wash at
8 Mile Road and Thornton Road
Stockton, California
Project Area

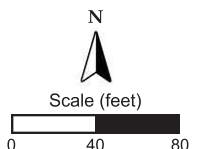
Figure 1





Legend

- Proposed Car Wash Tunnel
- Proposed Vacuum Stalls
- Proposed 8-Foot Tall Noise Barrier
- Proposed Emergency Vehicle Access Gate



ARCO AM/PM Car Wash at
8 Mile Road and Thornton Road
Stockton, California
Project Site Plan

Figure 2



Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

Criteria for Acceptable Noise Exposure

City of Stockton General Plan

The Envision Stockton 2040 General Plan contains noise policies and actions pertinent to the proposed project. Specifically, Action SAF-2.5C requires noise produced by commercial uses to not exceed 75 dB L_{dn} /CNEL at the nearest property line.

City of Stockton Municipal Code

Part II of Table 3-1 from Section 16.60.040 of the City of Stockton Municipal Code establishes acceptable noise level limits for non-transportation (stationary) noise sources applicable at the property line of occupied noise-sensitive land uses. That table is reproduced below as Table 1.

Table 1		
Maximum Allowable Noise Exposure for Stationary Noise Sources		
City of Stockton Municipal Code		
Noise Level Descriptor	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.
Hourly L_{eq} , dB	55	45
Maximum Level (L_{max}), dB	75	65
<ol style="list-style-type: none"> 1. The noise standard shall be applied at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards shall be applied on the receiving side of noise barriers or other property line noise mitigation measures. 2. Each of the noise level standards specified shall be decreased by five (5) for impulse noise, simple tone noise, or noise consisting primarily of speech or music. 		
Source: Section 16.60.040, Table 3-1, Part II, of the City of Stockton Municipal Code.		

Noise Standards Applied to the Project

Pursuant to Action SAF-2.5C of the Envision Stockton 2040 General Plan, project-related noise levels were assessed relative to the property line 75 dB L_{dn} /CNEL noise level standard. As indicated on Figure 2, the proposed noise-generating sources (i.e. car wash drying system and vacuum stalls) are located on the east side of the project site. Therefore, the 75 dB L_{dn} /CNEL noise level standard was conservatively assessed at the eastern property line where the highest project-related noise-generation would be expected. Because the L_{dn} and CNEL noise metrics are typically within close agreement (1 dB), this assessment focuses on compliance with the L_{dn} noise metric.

As indicated on Figure 1, the nearest existing noise-sensitive land uses are single-family residences to the west and to the southeast, across Thornton Road and Breaker Way, respectively. The project site is also bordered to the south and east by a future noise-sensitive land use zoned for multi-family residential. According to the project applicant, the proposed car wash hours of operation would be 7 AM to 9 PM. Therefore, the City of Stockton Municipal Code daytime noise level standards 55 dB L_{eq} and 75 dB L_{max} were applied at the property line of these noise-sensitive land uses.

The land use to the immediate south and east is currently undeveloped and zoned for multi-family residential (MFR). As shown on Figure 2, a shared driveway is proposed along the northeast corner of the project site. The shared driveway is necessary to provide emergency vehicle access (EVA) for the future MFR development. Due to the presence of the shared driveway, a noise barrier cannot be located along the property line where the City of Stockton noise level standards are applied. Based on email correspondence received from City staff (Kevin Colin, Planning Manager – October 10, 2019), in this instance where a shared driveway is required for EVA, the Table 1 noise standards may be applied on the opposite side of the drive aisle rather than at the property line. In order to provide screening of the project noise sources at the adjacent MFR property despite the required EVA access, the proposed noise barrier extends into the MFR property and is located on the opposite side of the drive aisle. The location of the barrier is shown on Figure 2.

Existing Ambient Noise Environment

The noise environment in the vicinity of the nearest noise-sensitive receivers is defined primarily by traffic noise from the local roadways. To generally quantify background noise levels at the nearest noise-sensitive locations, Bollard Acoustical Consultants, Inc. conducted two long-term (24-hour) ambient noise level measurements in the project vicinity from August 18 to 21, 2016. Noise level measurements at Site A, representative of the existing ambient noise exposure at the residences to the west, were conducted in the backyard of 10928 Peony Place Drive. Noise level measurements at Site B were intended to be representative of the existing ambient noise exposure at the residentially zoned parcel to the south and east. The noise measurement locations are depicted on Figure 1 and a summary of the measurement results is provided in Table 2. Detailed noise measurement results can be seen numerically and graphically in Appendix C and D, respectively.

Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters were used to complete the noise level measurement survey. The meters were calibrated before use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

Site ¹	Date	L _{dn} (dB)	Average Measured Hourly Noise Levels ² (dB)					
			Daytime (7 a.m. to 10 p.m.)			Nighttime (10 p.m. to 7 a.m.)		
			L _{eq}	L ₅₀	L _{max}	L _{eq}	L ₅₀	L _{max}
A	8/18/16	60	57	55	75	52	49	69
	8/19/16	61	57	55	78	53	51	69
	8/20/16	64	58	57	76	56	54	74
	8/21/16	61	57	55	76	54	54	69
B	8/18/16	61	56	55	72	54	52	68
	8/19/16	62	57	55	76	55	53	70
	8/20/16	63	57	55	74	54	51	72
	8/21/16	61	56	54	74	53	50	69

Notes:

¹ Noise monitoring locations identified on Figure 1.

² Detailed noise monitoring results are provided in Appendices C and D.

Source: Bollard Acoustical Consultants, Inc. (2019)

The background noise level data provided in Table 2 indicate that noise levels measured at the nearest noise-sensitive receiver locations are in close agreement with the daytime and nighttime exterior noise level standards for residential uses shown in Table 1. As a result, compliance with the Table 1 noise standards will ensure that the project does not result in a significant noise level increase in the community.

Evaluation of Car Wash Noise Levels

Based on the experience of Bollard Acoustical Consultants, noise levels generated by car wash facilities are primarily due to the drying portion of the operation. According to the project applicant, the proposed car wash will utilize the Proto-Vest, Inc. WindShear 30 HP Drying System equipped with the Silencer Package. The manufacturer's specifications, provided as Appendix E, indicate that the reference sound level 50 feet from the exit is 63 dB. Figure 2 illustrates the location of the proposed car wash tunnel.

When the car wash is operating at maximum capacity, the dryers are anticipated to operate in excess of 45 minutes during that hour. The reference noise levels provided in Appendix E represent maximum (L_{max}) dryer noise levels. Because the dryers could potentially operate in excess of 45 minutes during any hour, average (L_{eq}) noise levels would essentially be equivalent to maximum noise levels. Assuming standard spherical spreading loss (-6 dB per doubling of distance), car wash dryer noise exposure at the nearest noise-sensitive locations was calculated and the results of those calculations are presented below in Table 3. The predicted noise levels shown in Table 3 take into consideration the shielding provided by the existing 7-foot tall noise barrier to the west and the proposed 8-foot tall noise barrier along the eastern and southern

project boundaries. The existing and proposed noise barriers are illustrated on Figures 1 and 2, respectively.

Receiver ID	Description	Distance (feet)	Predicted Noise Levels, L _{eq} /L _{max} (dB)
1	Existing SFR – Property Line ¹	420	38
2	Existing SFR – Property Line ²	350	38
3	Future MFR – Southern Property Line ³	50	54
4	Future MFR – Eastern Property Line ⁴	95	49

Notes:

- ¹ A -7 dB offset was applied at the single-family residences represented by Receiver 1 to account for the shielding provided by the existing 7-foot tall CMU wall. The location of the existing CMU wall is illustrated on Figure 1.
- ² A -8 dB offset was applied at the single-family residences represented by Receiver 2 to account for the shielding provided by the proposed 8-foot tall CMU wall. The location of the proposed wall is illustrated on Figure 2.
- ³ A -8 dB offset was applied at the future multi-family development represented by Receiver 3 to account for the shielding provided by the proposed 8-foot tall CMU wall. The location of the proposed wall is illustrated on Figure 2.
- ⁴ Car wash noise levels were assessed on the opposite side of the shared drive aisle. A -8 dB offset was applied at the future multi-family development represented by Receiver 4 to account for the shielding provided by the proposed 8-foot tall CMU wall. The location of the proposed wall is illustrated on Figure 2.

Source: Bollard Acoustical Consultants, Inc. (2019)

Assessment Relative to City of Stockton Municipal Code at Existing Single-Family Residences

The Table 3 data indicate that predicted car wash noise levels at the nearest existing single-family residential property lines would be 38 dB L_{eq}/L_{max}, satisfying the City of Stockton Municipal Code daytime noise level standards of 55 dB L_{eq} and 75 dB L_{max}. Furthermore, predicted car wash noise levels would be well below measured daytime ambient noise levels shown in Table 2. As a result, no further consideration of additional noise mitigation measures would be warranted for this aspect of the project.

Assessment Relative to City of Stockton Municipal Code at Future Multi-Family Residences

The Table 3 data indicate that predicted car wash noise levels at the property lines of the future multi-family residential land use would be 49-54 dB L_{eq}/L_{max}, satisfying the City of Stockton Municipal Code daytime noise level standards of 55 dB L_{eq} and 75 dB L_{max}. Furthermore, predicted car wash noise levels would be below measured daytime ambient noise levels shown in Table 2. As a result, no further consideration of additional noise mitigation measures would be warranted for this aspect of the project.

Assessment Relative to City of Stockton General Plan

The City of Stockton General Plan applies a 75 dB L_{dn} noise level standard at the property line of proposed commercial land uses. As indicated previously, the highest project-related noise-generation would be expected at the northeast corner of the project site where the car wash drying assembly and vacuum stalls would be located. Because the L_{dn} (Day/Night Noise Level) noise level metric is a 24 hour average, the noise source hours of operation and duration of operation during each hour must be known. The project applicant has indicated that the car wash hours of operation would be 7 AM to 9 PM. Given a reference noise level of 63 dB at 50 feet, a setback of 95 feet from the car wash exit to the opposite side of the drive aisle along the northeastern property line, a worst-case dryer operation of 45 minutes per hour from 7 AM to 9 PM, the resulting L_{dn} was calculated to be 55 dB. Car wash noise levels would be further reduced by the proposed 8-foot tall noise barrier on the east side of the drive aisle (-8 dB). The resulting car wash noise level of 47 dB L_{dn} would satisfy the commercial property line noise level standard of 75 dB L_{dn} by a wide margin. As a result, no further consideration of additional noise mitigation measures would be warranted for car wash generated noise relative to the General Plan 75 dB L_{dn} noise level standard.

Evaluation of Vacuum Noise Levels

The project applicant proposes the installation of an 18-stall central vacuum piping system offered by Sonny's Car Wash. The noise-generating turbine producer will be contained with the equipment room adjacent to the car wash tunnel. Based on BAC's experience and field observations with similarly configured car washes, noise impacts due to the operation of the vacuum turbine producer are not expected due to the significant transmission loss provided by the equipment room building facade. As a result, no further analysis would be warranted for the vacuum turbine producer.

The 18 vacuum stalls would be distributed into three areas on the project site as shown on Figure 2. Based on noise level measurements conducted by BAC staff at recently completed car wash projects with central vacuum piping systems, the primary noise-generating aspects of such systems are use of the suction nozzles located at each of the stalls. BAC file data indicate that a distance of 50 feet from the center of a lot with 12-18 vacuum stalls, overall vacuum noise levels are approximately 65 dB.

Because the vacuums were assumed to be in continuous operation for a full hour, hourly average (L_{eq}) and maximum (L_{max}) noise levels would be equivalent. Assuming standard spherical spreading loss (-6 dB per doubling of distance), vacuum noise exposure at the nearest noise-sensitive locations was calculated and the results of those calculations are presented below in Table 4. Distances were scaled from the center of the vacuum stall area nearest to the noise-sensitive property lines. The predicted noise levels shown in Table 4 take into consideration the shielding provided by the existing 7-foot tall noise barrier to the west and the proposed 8-foot tall noise barrier along the eastern and southern project boundaries. The existing and proposed noise barriers are illustrated on Figures 1 and 2, respectively.

Receiver ID	Description	Distance (feet)	Predicted Noise Levels, Leq/Lmax (dB) ^{1,2}
1	Existing SFR – Property Line ¹	450	39
2	Existing SFR – Property Line ²	350	40
3	Future MFR – Southern Property Line ³	70	54
4	Future MFR – Eastern Property Line ⁴	90	52

Notes:

¹ A -7 dB offset was applied at the single-family residences represented by Receiver 1 to account for the shielding provided by the existing 7-foot tall CMU wall. The location of the existing CMU wall is illustrated on Figure 1.

² A -8 dB offset was applied at the single-family residences represented by Receiver 2 to account for the shielding provided by the proposed 8-foot tall CMU wall. The location of the proposed wall is illustrated on Figure 2.

³ A -8 dB offset was applied at the future multi-family development represented by Receiver 3 to account for the shielding provided by the proposed 8-foot tall CMU wall. The location of the proposed wall is illustrated on Figure 2.

⁴ Vacuum noise levels were assessed on the opposite side of the shared drive aisle. A -8 dB offset was applied at the future multi-family development represented by Receiver 4 to account for the shielding provided by the proposed 8-foot tall CMU wall. The location of the proposed wall is illustrated on Figure 2.

Source: Bollard Acoustical Consultants, Inc. (2019)

Assessment Relative to City of Stockton Municipal Code at Existing Single-Family Residences

The Table 4 data indicate that predicted vacuum noise levels at the nearest existing single-family residential property lines would be 39-40 dB Leq/Lmax, satisfying the City of Stockton Municipal Code daytime noise level standards of 55 dB Leq and 75 dB Lmax. Furthermore, predicted vacuum noise levels would be well below measured daytime ambient noise levels shown in Table 2. As a result, no further consideration of additional noise mitigation measures would be warranted for this aspect of the project.

Assessment Relative to City of Stockton Municipal Code at Future Multi-Family Residences

The Table 4 data indicate that predicted vacuum noise levels at the property lines of the future multi-family residential land use would be 52-54 dB Leq/Lmax, satisfying the City of Stockton Municipal Code daytime noise level standards of 55 dB Leq and 75 dB Lmax. Furthermore, predicted vacuum noise levels would be below measured daytime ambient noise levels shown in Table 2. As a result, no further consideration of additional noise mitigation measures would be warranted for this aspect of the project.

Assessment Relative to City of Stockton General Plan

The City of Stockton General Plan applies a 75 dB Ldn noise level standard at the property line of proposed commercial land uses. As indicated previously, the highest project-related noise-generation would be expected at the northeast corner of the project site where the car wash drying assembly and vacuum stalls would be located. Because the Ldn (Day/Night Noise Level) noise

level metric is a 24 hour average, the noise source hours of operation and duration of operation during each hour must be known. Given a vacuum reference noise level of 65 dB at 50 feet, a setback of 90 feet from the center of the northernmost vacuum area to the opposite side of the drive aisle along the northeastern property line, a worst-case vacuum stall operation of 60 minutes per hour from 7 AM to 9 PM, the resulting L_{dn} was calculated to be 58 dB. Vacuum noise levels would be further reduced by the proposed 8-foot tall noise barrier on the east side of the drive aisle (-8 dB). The resulting vacuum noise level of 50 dB L_{dn} would satisfy the commercial property line noise level standard of 75 dB L_{dn} by a wide margin. As a result, no further consideration of additional noise mitigation measures would be warranted for vacuum generated noise relative to the General Plan 75 dB L_{dn} noise level standard.

Conclusions

Noise levels generated by the proposed ARCO AM/PM Car Wash at West Eight Mile Road & Thornton Road are predicted to satisfy the applicable City of Stockton noise level criteria at the nearest noise-sensitive property lines. The proposed 8-foot tall noise barrier along the southern and eastern property lines is predicted to provide the required noise attenuation of project noise sources. At the northeast corner of the project site, however, the emergency vehicle access allows for an opening in the proposed solid noise barrier. This opening would create a significant acoustic leak in the continuous solid noise barrier. The following recommendations for the emergency vehicle access gate are provided to ensure compliance with the City of Stockton noise level criteria:

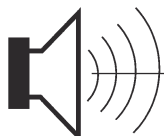
Emergency Vehicle Access Gate Construction Requirements

1. To the extent feasible, the gate should have no visible gaps. As an example, a typical wrought iron fence would not be acceptable.
2. To the extent feasible, the gap along the bottom of the gate should be minimized.
3. The gate should be constructed of a solid material and meet one of the two following requirements:
 - a. Minimum density of 4 lbs per square foot
 - b. Minimum STC rating of 25

These conclusions are based on the site plan shown in Figure 2, the manufacturers' noise level data, and on the assumptions stated herein. Deviations from these plans or data could cause noise levels to differ from those predicted in this assessment. Please contact BAC at (916) 663-0500 or paulb@bacnoise.com with any questions or requests for additional information.

Appendix A Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
SEL	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.

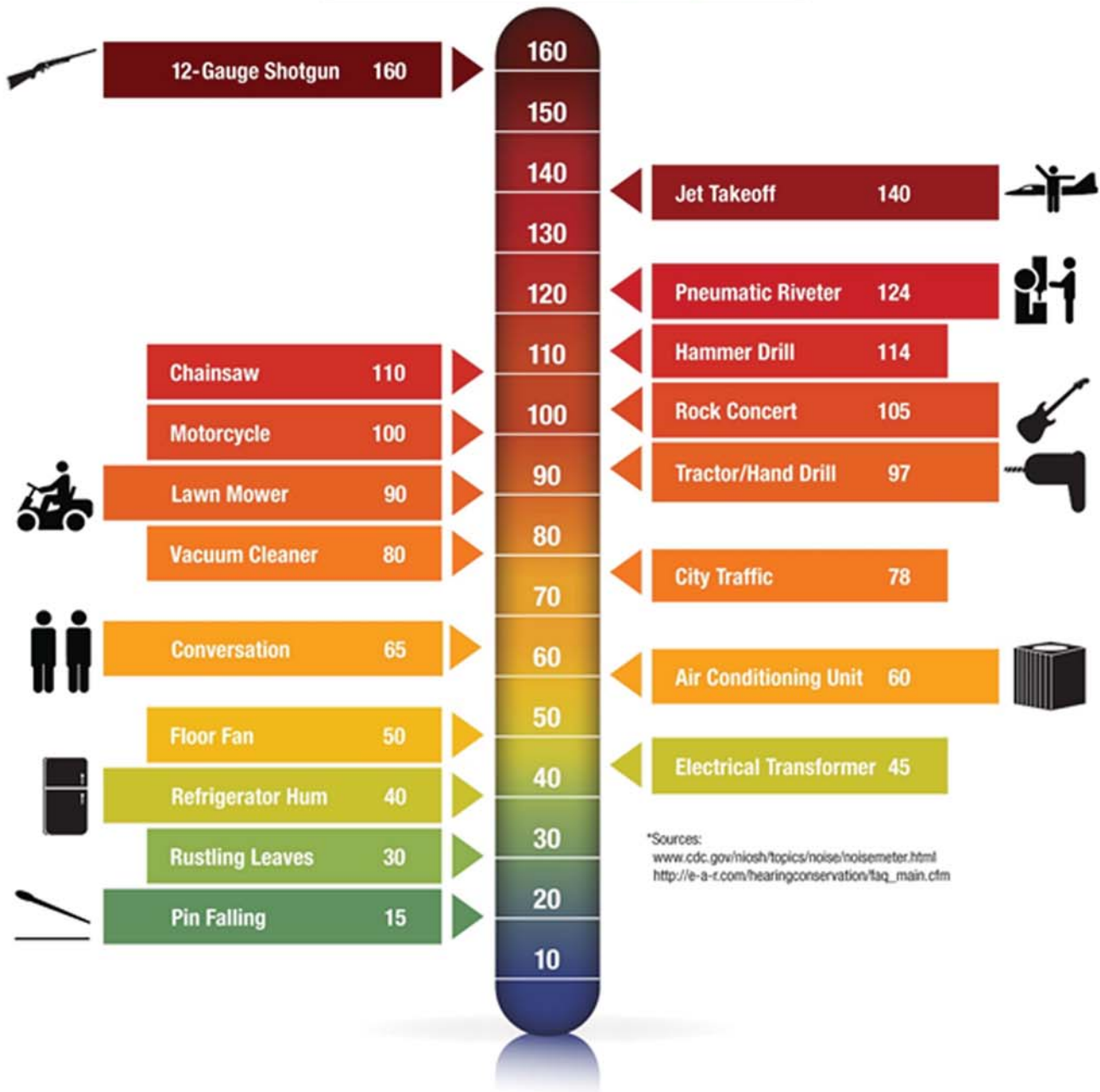


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Acoustical Consultants

Appendix B

Typical A-Weighted Sound Levels of Common Noise Sources Decibel Scale (dBA)*



*Sources:
www.cdc.gov/niosh/topics/noise/noisemeter.html
http://e-a-r.com/hearingconservation/faq_main.cfm

Appendix C-1
Ambient Noise Monitoring Results - Site A
ARCO AM/PM Car Wash at 8 Mile Road & Thornton Road - Stockton, CA
Thursday, August 18, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
12:00 AM	52	68	43	58	55	52	49	45
1:00 AM	50	66	40	57	53	51	48	45
2:00 AM	49	67	39	56	52	48	44	42
3:00 AM	50	67	40	57	54	50	47	42
4:00 AM	51	66	41	58	56	52	48	44
5:00 AM	54	74	44	59	57	54	51	46
6:00 AM	56	72	44	63	60	57	54	47
7:00 AM	58	73	46	64	61	59	56	50
8:00 AM	57	79	44	63	60	57	55	49
9:00 AM	55	69	46	62	59	56	53	48
10:00 AM	56	72	46	62	59	57	54	50
11:00 AM	57	78	45	63	59	56	53	49
12:00 PM	55	70	45	61	58	56	54	49
1:00 PM	56	79	46	61	59	57	54	51
2:00 PM	57	75	48	64	61	58	56	52
3:00 PM	57	72	48	63	60	58	56	52
4:00 PM	57	69	49	62	60	58	56	53
5:00 PM	58	77	51	63	60	59	57	53
6:00 PM	58	77	44	63	60	58	56	52
7:00 PM	57	76	49	63	60	58	56	52
8:00 PM	60	87	49	63	59	57	55	51
9:00 PM	55	75	48	60	58	56	53	50
10:00 PM	53	69	45	59	57	54	51	47
11:00 PM	53	75	46	59	56	52	50	48

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	57	75	47	62	60	57	55	51
High	60	87	51	64	61	59	57	53
Low	55	69	39	60	58	56	53	48

Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	52	69	42	58	56	52	49	45
High	56	75	46	63	60	57	54	48
Low	49	66	39	56	52	48	44	42

Ldn:	60
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% Daytime Energy:	82%	% Nighttime Energy:	18%
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Appendix C-2
Ambient Noise Monitoring Results - Site A
ARCO AM/PM Car Wash at 8 Mile Road & Thornton Road - Stockton, CA
Friday, August 19, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
12:00 AM	51	66	45	58	55	51	49	47
1:00 AM	51	64	46	56	54	51	50	48
2:00 AM	50	68	46	56	53	51	49	47
3:00 AM	51	64	45	57	54	51	49	47
4:00 AM	52	66	45	58	55	52	50	47
5:00 AM	53	65	47	59	56	54	52	49
6:00 AM	55	72	46	61	59	56	54	49
7:00 AM	57	74	46	63	60	58	56	51
8:00 AM	56	72	46	62	59	57	54	49
9:00 AM	56	86	47	61	58	55	53	49
10:00 AM	55	77	47	61	58	56	53	49
11:00 AM	56	76	47	61	58	56	53	50
12:00 PM	55	74	48	61	58	56	53	50
1:00 PM	56	76	47	61	58	56	54	50
2:00 PM	60	85	48	65	59	57	55	51
3:00 PM	61	89	45	64	61	58	56	52
4:00 PM	58	75	44	63	60	59	56	52
5:00 PM	61	86	48	65	61	58	56	52
6:00 PM	57	74	47	64	60	58	56	51
7:00 PM	57	74	47	63	60	57	55	50
8:00 PM	56	72	46	62	59	56	54	49
9:00 PM	56	76	44	62	58	56	53	48
10:00 PM	56	84	46	61	58	55	53	48
11:00 PM	56	75	45	64	59	56	53	49

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	57	78	46	62	59	57	55	50
High	61	89	48	65	61	59	56	52
Low	55	72	44	61	58	55	53	48

Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	53	69	46	59	56	53	51	48
High	56	84	47	64	59	56	54	49
Low	50	64	45	56	53	51	49	47

Ldn:	61
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% Daytime Energy:	81%	% Nighttime Energy:	19%
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Appendix C-3
Ambient Noise Monitoring Results - Site A
ARCO AM/PM Car Wash at 8 Mile Road & Thorton Road - Stockton, CA
Saturday, August 20, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
12:00 AM	58	72	48	64	62	59	57	53
1:00 AM	55	67	50	60	58	56	54	52
2:00 AM	55	66	48	60	58	55	53	50
3:00 AM	55	70	48	60	57	55	53	51
4:00 AM	53	67	48	57	56	54	52	50
5:00 AM	53	62	48	57	56	54	52	49
6:00 AM	60	89	50	61	58	55	54	51
7:00 AM	58	81	50	62	60	58	56	53
8:00 AM	58	76	49	64	60	58	56	52
9:00 AM	57	73	50	62	60	58	56	54
10:00 AM	58	79	51	62	60	58	57	54
11:00 AM	58	72	51	63	61	59	58	55
12:00 PM	58	72	51	62	60	58	57	55
1:00 PM	58	75	50	63	61	59	57	54
2:00 PM	63	90	51	64	61	59	57	54
3:00 PM	57	70	50	62	60	58	57	54
4:00 PM	58	74	51	63	60	59	58	55
5:00 PM	61	87	52	63	61	59	58	56
6:00 PM	59	77	51	64	61	59	58	55
7:00 PM	57	73	49	63	60	58	56	53
8:00 PM	56	72	48	61	58	56	55	52
9:00 PM	57	76	50	61	59	57	55	53
10:00 PM	60	91	48	61	58	56	54	50
11:00 PM	56	81	47	61	58	56	54	50

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	58	76	50	63	60	58	57	54
High	63	90	52	64	61	59	58	56
Low	56	70	47	61	58	56	55	52

Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	56	74	48	60	58	55	54	51
High	60	91	50	64	62	59	57	53
Low	53	62	47	57	56	54	52	49

Ldn:	64
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% Daytime Energy:	71%	% Nighttime Energy:	29%
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Appendix C-4
Ambient Noise Monitoring Results - Site A
ARCO AM/PM Car Wash at 8 Mile Road & Thornton Road - Stockton, CA
Sunday, August 21, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
12:00 AM	55	71	48	59	57	56	54	51
1:00 AM	55	73	48	59	57	55	54	50
2:00 AM	53	69	47	57	55	54	52	50
3:00 AM	54	65	48	58	57	55	54	50
4:00 AM	55	65	49	58	57	55	54	52
5:00 AM	53	63	49	57	55	54	53	51
6:00 AM	55	66	49	59	57	55	54	52
7:00 AM	57	84	49	60	57	56	55	52
8:00 AM	55	72	49	59	57	55	54	51
9:00 AM	55	71	49	59	57	55	54	51
10:00 AM	56	71	51	61	59	57	56	53
11:00 AM	57	71	52	61	59	58	57	54
12:00 PM	58	70	53	62	60	58	57	55
1:00 PM	58	71	51	63	60	59	57	54
2:00 PM	57	78	50	63	59	57	56	53
3:00 PM	56	74	49	62	58	56	55	52
4:00 PM	58	84	50	62	58	56	55	52
5:00 PM	56	75	50	61	59	57	55	52
6:00 PM	61	89	49	63	59	57	55	52
7:00 PM	59	84	45	65	60	58	55	51
8:00 PM	56	75	45	61	59	57	54	50
9:00 PM	55	72	46	61	58	56	53	49
10:00 PM	55	71	47	60	58	55	53	49
11:00 PM	56	77	44	60	58	56	54	50

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	57	76	49	61	59	57	55	52
High	61	89	53	65	60	59	57	55
Low	55	70	44	59	57	55	53	49

Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	54	69	48	59	57	55	54	50
High	56	77	49	60	58	56	54	52
Low	53	63	44	57	55	54	52	49

Ldn:	61
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% Daytime Energy:	76%	% Nighttime Energy:	24%
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Appendix C-5
Ambient Noise Monitoring Results - Site B
ARCO AM/PM Car Wash at 8 Mile Road & Thornton Road - Stockton, CA
Thursday, August 18, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
12:00 AM	51	60	43	57	55	52	49	46
1:00 AM	51	67	43	57	54	51	49	46
2:00 AM	50	63	43	57	54	51	48	46
3:00 AM	52	66	43	58	56	53	50	46
4:00 AM	54	64	44	59	57	55	52	48
5:00 AM	56	70	47	61	59	57	55	51
6:00 AM	59	79	50	63	61	59	57	54
7:00 AM	59	72	48	63	61	59	58	55
8:00 AM	56	70	45	61	59	57	55	51
9:00 AM	54	66	44	60	57	55	53	48
10:00 AM	55	80	41	59	56	54	52	47
11:00 AM	53	71	40	58	56	54	51	47
12:00 PM	53	67	42	58	56	54	51	46
1:00 PM	54	75	42	59	57	54	52	47
2:00 PM	55	66	44	60	58	56	54	50
3:00 PM	55	73	44	61	58	56	54	50
4:00 PM	56	67	46	61	59	58	56	52
5:00 PM	57	70	47	62	60	58	57	52
6:00 PM	58	74	49	62	60	59	57	53
7:00 PM	58	80	48	63	60	58	57	53
8:00 PM	60	85	51	62	60	58	57	54
9:00 PM	56	69	48	61	59	57	55	52
10:00 PM	56	77	48	60	58	56	54	51
11:00 PM	54	70	46	59	57	54	52	49

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	56	72	45	61	58	57	55	50
High	60	85	51	63	61	59	58	55
Low	53	66	40	58	56	54	51	46

Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	54	68	45	59	57	54	52	49
High	59	79	50	63	61	59	57	54
Low	50	60	43	57	54	51	48	46

Ldn:	61
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% Daytime Energy:	72%	% Nighttime Energy:	28%
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Appendix C-6
Ambient Noise Monitoring Results - Site B
ARCO AM/PM Car Wash at 8 Mile Road & Thornton Road - Stockton, CA
Friday, August 19, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
12:00 AM	52	66	45	58	56	53	51	48
1:00 AM	53	70	41	61	57	53	50	45
2:00 AM	51	67	41	59	55	51	48	45
3:00 AM	53	67	42	59	56	53	50	45
4:00 AM	54	64	47	60	58	55	53	50
5:00 AM	57	66	51	61	59	57	56	53
6:00 AM	58	69	49	63	61	59	57	54
7:00 AM	58	71	49	62	60	59	57	54
8:00 AM	57	70	46	62	60	58	56	52
9:00 AM	55	77	43	60	58	55	53	48
10:00 AM	54	69	42	59	57	54	53	47
11:00 AM	55	77	41	60	57	54	52	48
12:00 PM	53	66	42	58	57	54	52	47
1:00 PM	54	72	42	59	57	55	53	48
2:00 PM	58	82	45	63	59	57	55	52
3:00 PM	63	92	46	62	59	58	56	51
4:00 PM	57	70	46	62	60	58	57	52
5:00 PM	63	90	47	65	61	59	58	54
6:00 PM	58	75	48	63	61	59	57	54
7:00 PM	58	73	49	63	61	59	57	54
8:00 PM	58	77	50	62	60	59	57	54
9:00 PM	57	73	49	62	60	58	57	53
10:00 PM	56	79	46	61	59	57	55	51
11:00 PM	56	78	47	62	58	56	54	50

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	57	76	46	61	59	57	55	51
High	63	92	51	65	61	59	58	54
Low	53	66	41	58	57	54	52	47

Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	55	70	45	60	58	55	53	49
High	58	79	51	63	61	59	57	54
Low	51	64	41	58	55	51	48	45

Ldn:	62
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% Daytime Energy:	77%	% Nighttime Energy:	23%
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Appendix C-7
Ambient Noise Monitoring Results - Site B
ARCO AM/PM Car Wash at 8 Mile Road & Thorton Road - Stockton, CA
Saturday, August 20, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
12:00 AM	54	72	41	59	57	54	52	47
1:00 AM	51	64	38	57	55	53	49	44
2:00 AM	49	65	38	56	53	50	46	41
3:00 AM	49	61	36	56	54	50	46	41
4:00 AM	51	64	39	57	55	52	48	43
5:00 AM	53	67	43	58	57	55	52	47
6:00 AM	63	92	47	63	59	57	55	51
7:00 AM	57	76	50	61	59	58	56	54
8:00 AM	56	72	44	61	59	57	55	51
9:00 AM	56	72	43	61	58	56	55	50
10:00 AM	55	72	45	60	58	56	54	50
11:00 AM	55	70	44	60	58	56	54	50
12:00 PM	55	66	44	60	58	56	54	50
1:00 PM	55	70	44	61	58	56	54	50
2:00 PM	63	90	45	65	59	57	55	51
3:00 PM	56	72	47	61	59	57	56	52
4:00 PM	57	73	47	63	60	58	56	52
5:00 PM	62	87	46	63	60	58	56	52
6:00 PM	58	81	49	63	60	59	57	53
7:00 PM	58	71	48	63	60	59	57	53
8:00 PM	57	70	49	62	60	58	56	52
9:00 PM	57	74	51	62	60	58	57	53
10:00 PM	61	89	48	62	59	58	56	53
11:00 PM	57	75	44	63	59	57	55	50

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	57	74	46	62	59	57	55	52
High	63	90	51	65	60	59	57	54
Low	55	66	36	60	58	56	54	50

Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	54	72	42	59	56	54	51	46
High	63	92	48	63	59	58	56	53
Low	49	61	36	56	53	50	46	41

Ldn:	63
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% Daytime Energy:	68%	% Nighttime Energy:	32%
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Appendix C-8
Ambient Noise Monitoring Results - Site B
ARCO AM/PM Car Wash at 8 Mile Road & Thornton Road - Stockton, CA
Sunday, August 21, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
12:00 AM	53	68	40	60	57	54	52	46
1:00 AM	57	84	40	60	56	53	50	44
2:00 AM	50	61	38	56	54	51	47	42
3:00 AM	50	65	38	57	54	50	47	43
4:00 AM	51	67	38	58	55	51	48	43
5:00 AM	52	67	40	58	56	53	50	45
6:00 AM	54	67	44	60	57	55	52	48
7:00 AM	57	82	44	62	58	55	53	49
8:00 AM	55	72	43	61	58	56	54	48
9:00 AM	54	66	43	59	57	55	53	49
10:00 AM	54	66	43	60	57	55	53	48
11:00 AM	55	77	42	60	57	55	53	48
12:00 PM	53	65	42	58	57	54	52	47
1:00 PM	54	67	41	60	57	55	53	48
2:00 PM	55	71	42	61	58	55	53	49
3:00 PM	55	70	43	60	58	55	53	49
4:00 PM	57	80	46	61	59	57	56	51
5:00 PM	58	76	48	63	60	58	57	52
6:00 PM	64	94	46	64	61	59	57	53
7:00 PM	59	79	48	64	61	59	57	52
8:00 PM	58	72	50	62	60	58	57	54
9:00 PM	57	69	50	61	59	57	56	53
10:00 PM	54	67	43	60	58	55	53	48
11:00 PM	54	75	41	60	58	55	52	45

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	56	74	45	61	58	56	54	50
High	64	94	50	64	61	59	57	54
Low	53	65	38	58	57	54	52	47

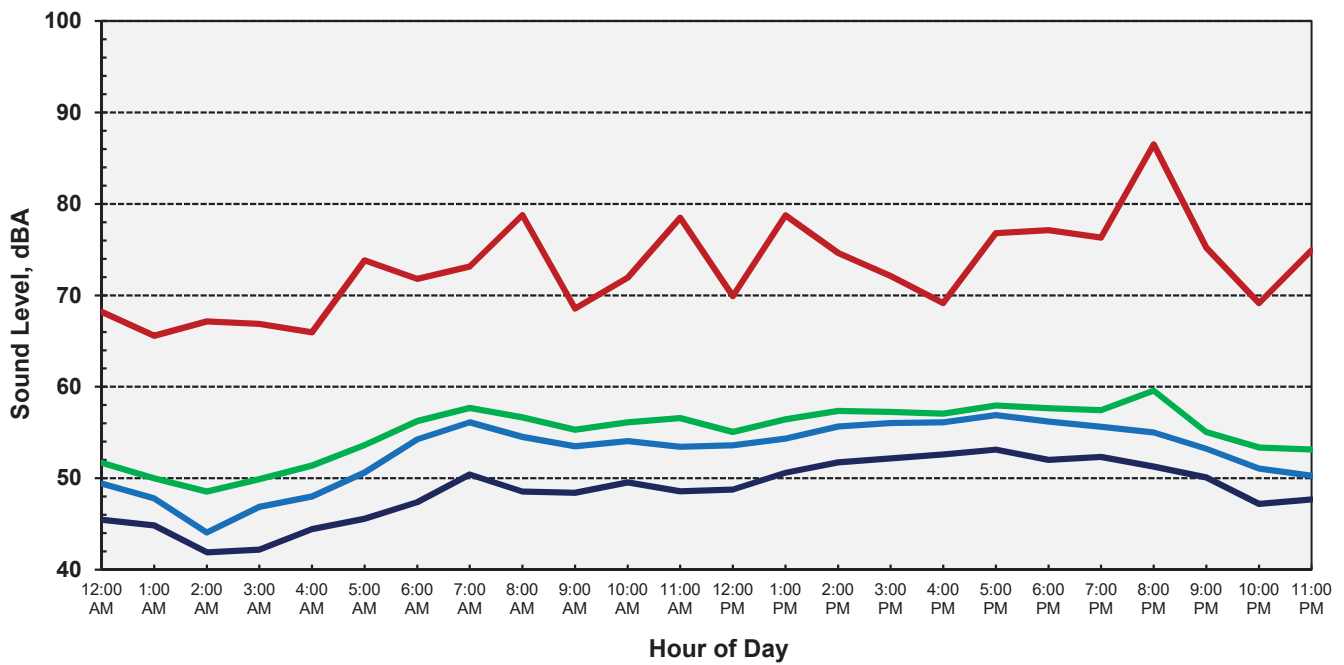
Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	53	69	40	59	56	53	50	45
High	57	84	44	60	58	55	53	48
Low	50	61	38	56	54	50	47	42

Ldn:	61
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% Daytime Energy:	80%	% Nighttime Energy:	20%
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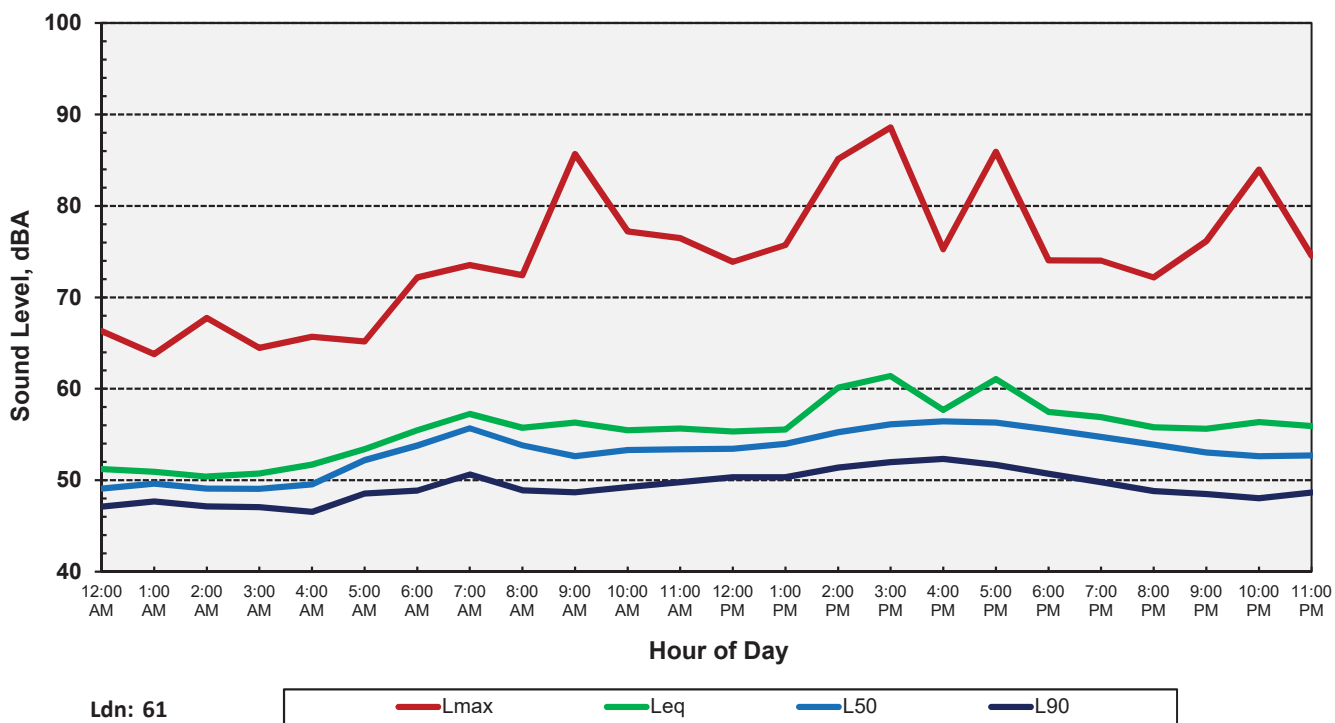
**Appendix D-1
Ambient Noise Monitoring Results - Site A
ARCO AM/PM Car Wash at 8 Mile Road & Thorton Road - Stockton, CA
Thursday, August 18, 2016**



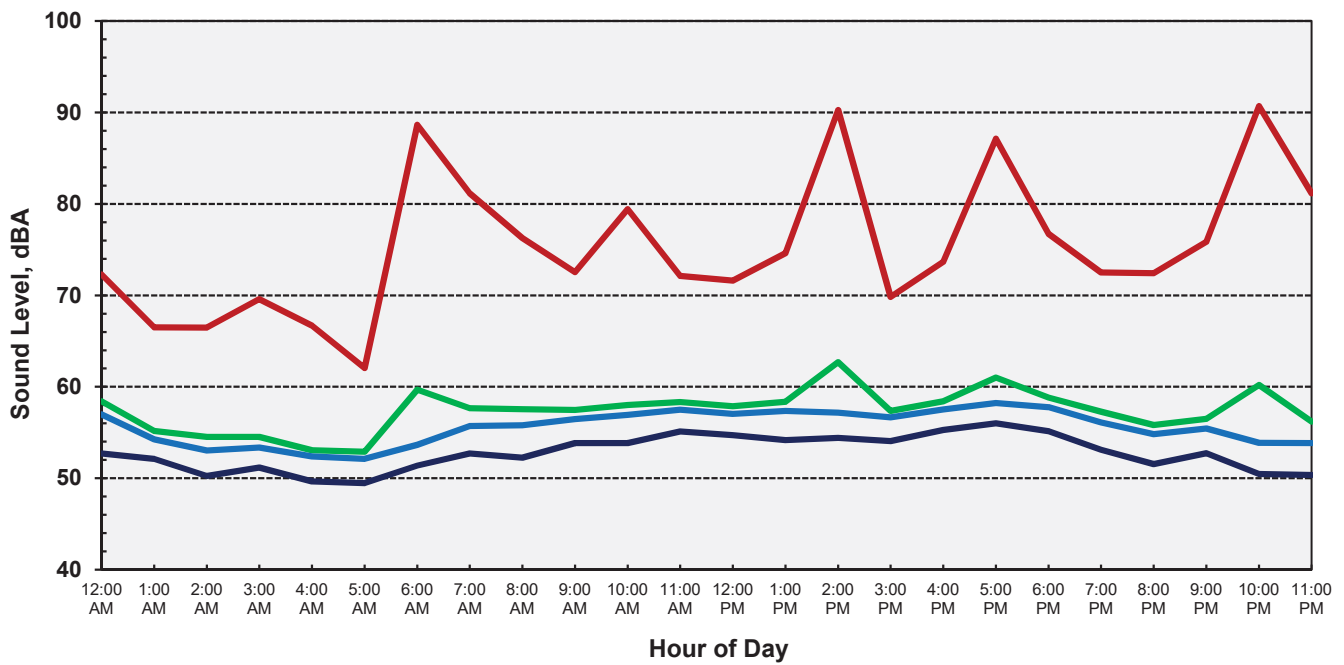
Ldn: 60



**Appendix D-2
Ambient Noise Monitoring Results - Site A
ARCO AM/PM Car Wash at 8 Mile Road & Thorton Road - Stockton, CA
Friday, August 19, 2016**



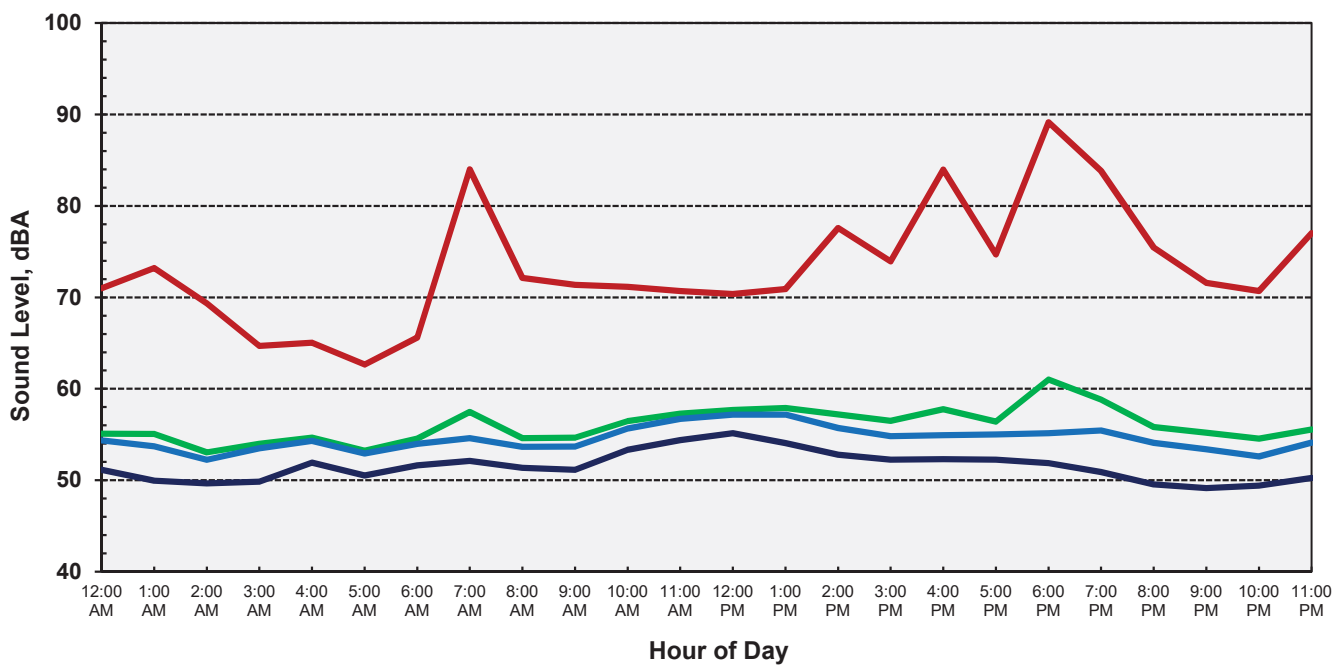
**Appendix D-3
Ambient Noise Monitoring Results - Site A
ARCO AM/PM Car Wash at 8 Mile Road & Thorton Road - Stockton, CA
Saturday, August 20, 2016**



Ldn: 64



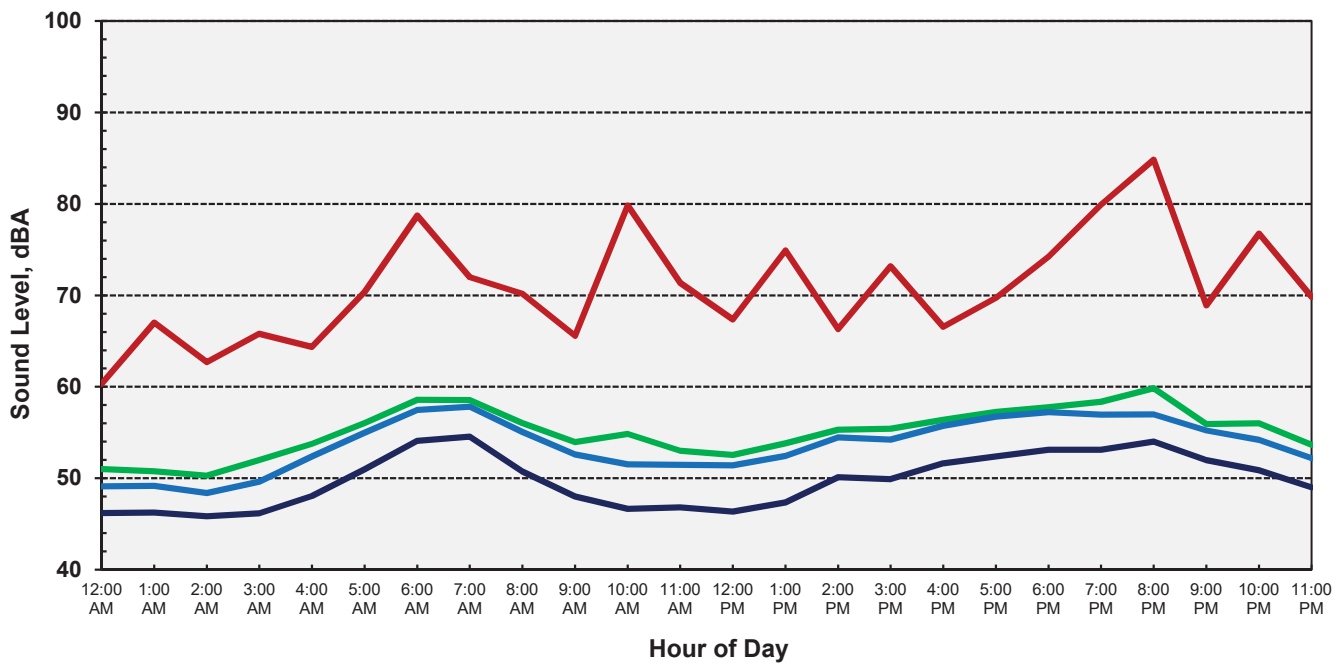
**Appendix D-4
Ambient Noise Monitoring Results - Site A
ARCO AM/PM Car Wash at 8 Mile Road & Thorton Road - Stockton, CA
Sunday, August 21, 2016**



Ldn: 61



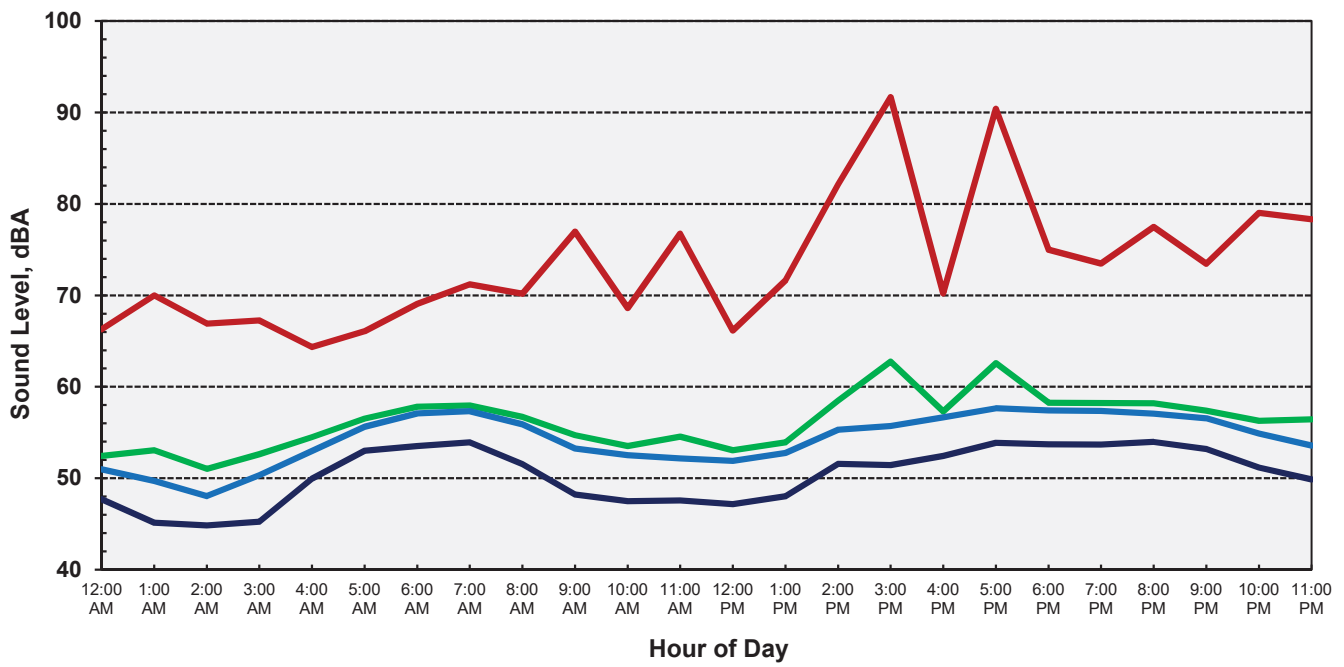
**Appendix D-5
Ambient Noise Monitoring Results - Site B
ARCO AM/PM Car Wash at 8 Mile Road & Thorton Road - Stockton, CA
Thursday, August 18, 2016**



Ldn: 61



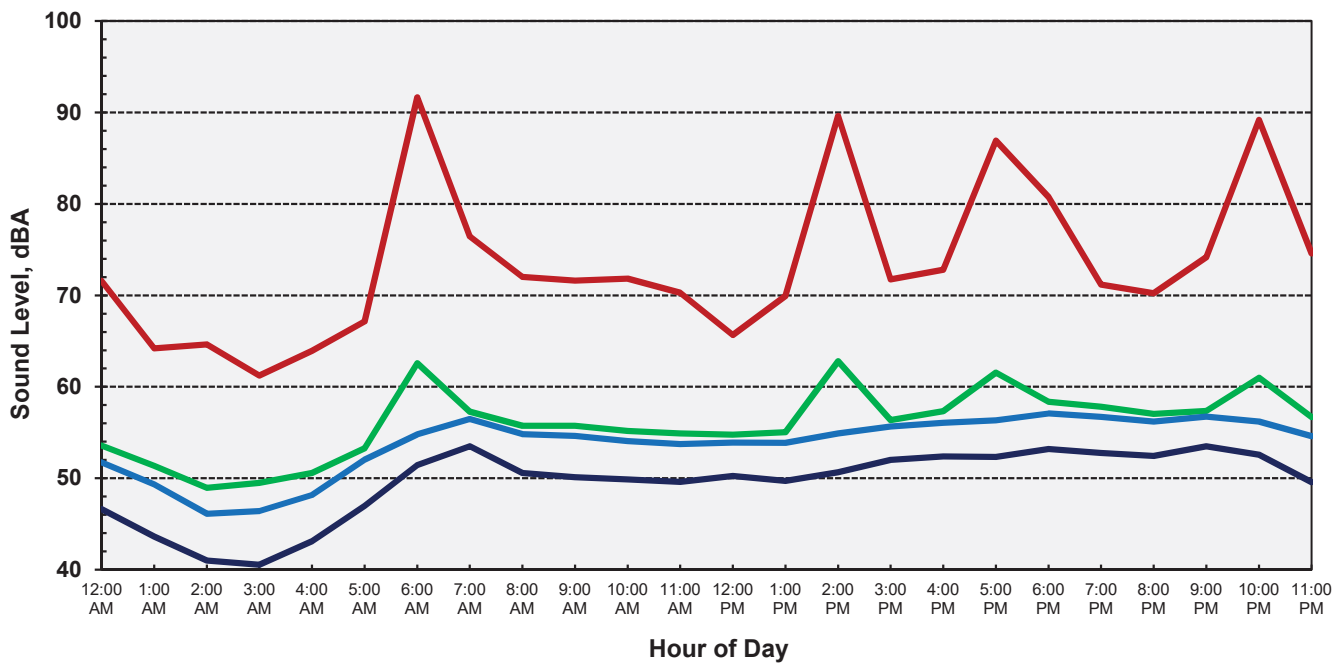
**Appendix D-6
Ambient Noise Monitoring Results - Site B
ARCO AM/PM Car Wash at 8 Mile Road & Thorton Road - Stockton, CA
Friday, August 19, 2016**



Ldn: 62



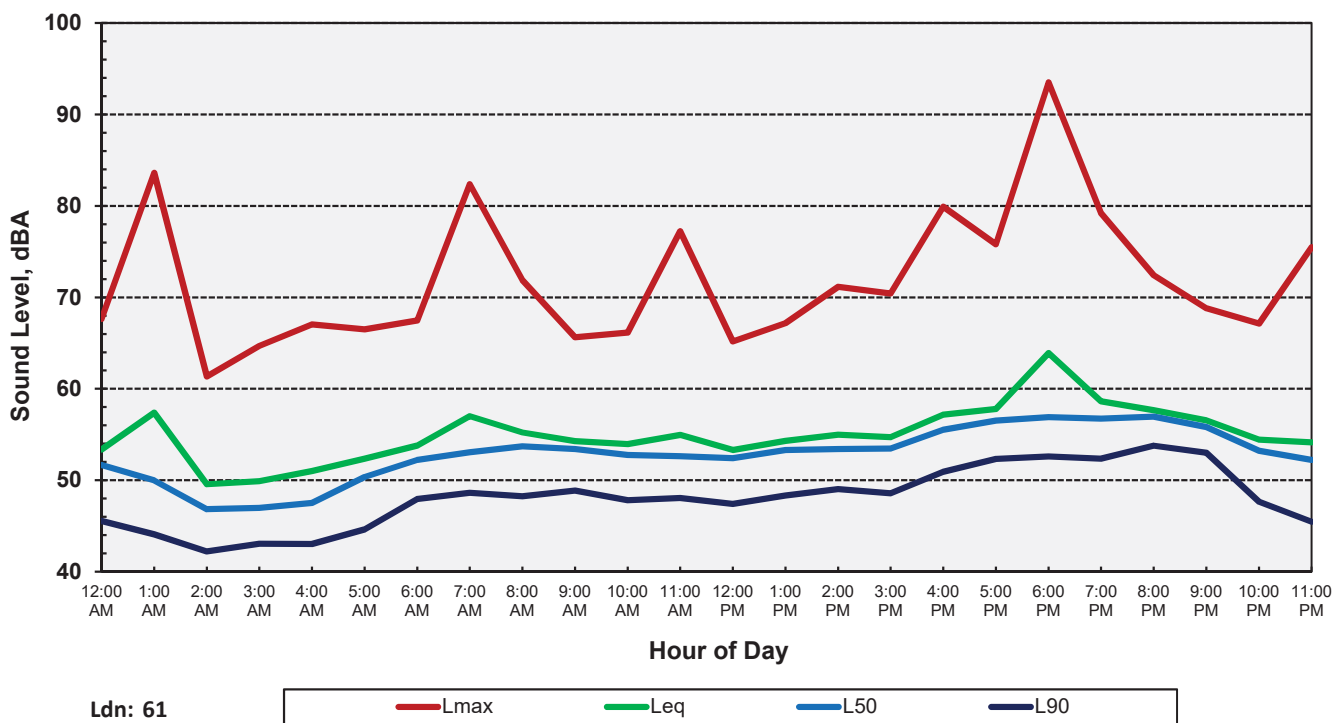
**Appendix D-7
Ambient Noise Monitoring Results - Site B
ARCO AM/PM Car Wash at 8 Mile Road & Thorton Road - Stockton, CA
Saturday, August 20, 2016**



Ldn: 63



**Appendix D-8
Ambient Noise Monitoring Results - Site B
ARCO AM/PM Car Wash at 8 Mile Road & Thornton Road - Stockton, CA
Sunday, August 21, 2016**



Ldn: 61



Appendix E

SILENCER PACKAGE

Reduce Blower Motor Noise

General Description

The Proto-Vest "Silencer Package" was developed to enable our dryers to meet OSHA, federal, state and local noise reduction standards. The OSHA permissible noise exposure is 85 dB for an 8-hour shift. By reducing noise levels into the 70 dB to 80 dB range, you can be assured of a pleasant environment for both your employees and customers. The Silencer Package reduces decibel levels on Proto-Vest dryers on an average of 10 decibels making them approximately 10 times quieter than the un-silenced models! The Silencing Package is an optional product for any Proto-Vest dryer.

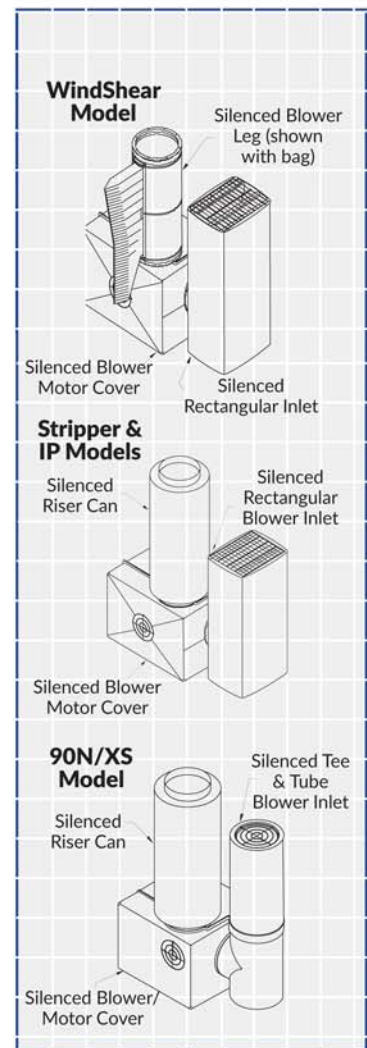
Decibel Level Readings

With Silencer (WS)	Without Silencer (WOS)		
Windshear InBay - (2) 30hp Dryer:		IP Stripper - 30hp Dryer:	
WS: 10 ft=88 dBa;	WOS: 10 ft=94 dBa	WS: 10 ft=85 dBa;	WOS: 10 ft=91 dBa
WS: 20 ft=82 dBa;	WOS: 20 ft=88 dBa	WS: 20 ft=79 dBa;	WOS: 20 ft=85 dBa
WS: 30 ft=78.4 dBa;	WOS: 30 ft=84.5 dBa	WS: 30 ft=75.5 dBa;	WOS: 30 ft=81.5 dBa
		WS: 40 ft=73 dBa;	WOS: 40 ft=79 dBa
		WS: 50 ft=71 dBa;	WOS: 50 ft=77 dBa
WS: 40 ft=76 dBa;	WOS: 40 ft=82 dBa	IP330 - 30hp Dryer:	
WS: 50 ft=74 dBa;	WOS: 50 ft=80 dBa	WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa
WS: 60 ft=72.4 dBa;	WOS: 60 ft=78.4 dBa	WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa
		WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa
		WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa
		WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa
Windshear - 30hp Dryer:		IP345 - 45hp Dryer:	
WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa	WS: 10 ft=78.9 dBa;	WOS: 10 ft=95.5 dBa
WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa	WS: 20 ft=83 dBa;	WOS: 20 ft=89.5 dBa
WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa	WS: 30 ft=79.5 dBa;	WOS: 30 ft=85.9 dBa
WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa	WS: 40 ft=77 dBa;	WOS: 40 ft=83.5 dBa
WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa	WS: 50 ft=75 dBa;	WOS: 50 ft=81.5 dBa
Windshear II - (2) 30hp Dryer:		TailWind - 30hp Dryer:	
WS: 10 ft=88 dBa;	WOS: 10 ft=99 dBa	WS: 10 ft=85 dBa;	WOS: 10 ft=91 dBa
WS: 20 ft=81.9 dBa;	WOS: 20 ft=92.9 dBa	WS: 20 ft=79 dBa;	WOS: 20 ft=85 dBa
WS: 30 ft=78.4 dBa;	WOS: 30 ft=89.4 dBa	WS: 30 ft=75.5 dBa;	WOS: 30 ft=83.5 dBa
WS: 40 ft=75.4 dBa;	WOS: 40 ft=86.9 dBa	WS: 40 ft=73 dBa;	WOS: 40 ft=79 dBa
WS: 50 ft=74 dBa;	WOS: 50 ft=85 dBa	WS: 50 ft=71 dBa;	WOS: 50 ft=77 dBa
S130 - 30hp Dryer:		90N/90XS - 15hp Dryers:	
WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa	WS: 10 ft=74.5 dBa;	WOS: 10 ft=82.9 dBa
WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa	WS: 20 ft=68.5 dBa;	WOS: 20 ft=76.9 dBa
WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa	WS: 30 ft=64.9 dBa;	WOS: 30 ft=73.4 dBa
WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa	WS: 40 ft=62.4 dBa;	WOS: 40 ft=70.9 dBa
WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa	WS: 50 ft=60.5 dBa;	WOS: 50 ft=69 dBa
SideShot - 15hp Dryer:			
WS: 10 ft=74.5 dBa;	WOS: 10 ft=82.9 dBa		
WS: 20 ft=68.5 dBa;	WOS: 20 ft=76.9 dBa		
WS: 30 ft=64.9 dBa;	WOS: 30 ft=73.4 dBa		
WS: 40 ft=62.4 dBa;	WOS: 40 ft=70.9 dBa		
WS: 50 ft=60.5 dBa;	WOS: 50 ft=69 dBa		
SideShot II - 30hp Dryer:			
WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa		
WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa		
WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa		
WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa		
WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa		

(Proto-Vest's Silencing Package is standard on all of the Untouchable series.)

Proto-Vest Patents:

U.S.: 3,942,430; 4,161,801; 4,409,035; 4,418,442; 4,433,450; 4,445,251; 4,446,592; 4,589,160; 4,700,426; 5,027,714; 5,184,369; 5,187,881; 5,195,207; 5,280,665; 5,421,102; 5,553,346; 5,886,648; 5,901,461; 5,950,324; 5,960,564; 6,038,781; 6,176,024; 6,519,872; others pending.
 Canada: 1,021,996; 1,111,328; 1,190,453; 1,201,040; 1,197,439; 1,219,195; 1,219,192; 1,219,194; 1,258,026; 1,219,193; 2,013,749; 2,071,568; 2,071,239; 2,071,388; others pending.



*Specifications subject to change without notice.
 NOTE: Proto-Vest dryer's dimensions will vary with the Silencer Package.

7400 N. Glen Harbor Blvd., Glendale, AZ 85307
 800-521-8218 • 623-872-8300 • Fax 623-872-6150
 www.protovest.com

APPENDIX D
TRAFFIC REPORT UPDATE

March 15, 2019

Ms. Surina Mann
OEM Petroleum, LLC
2190 Meridian Park Boulevard, Suite G
Concord, CA 94520

Subject: *Eight Mile Road & Thornton Road Convenience Center Project Revision – Traffic Analysis*

Dear Ms. Mann -

On behalf of KD Anderson & Associates (KDA), I am pleased to submit this letter report presenting our focused traffic analysis of the Eight Mile Road & Thornton Road Convenience Center project. As described in more detail below, this analysis focuses on a proposed revision to the project. The following is:

- an executive summary of the analysis,
- an introduction to this letter report,
- our understanding of the project revision,
- a description of the methods used in the analysis, and
- the results of the analysis.

Enclosed in a separate file is a technical appendix presenting level of service (LOS) calculation worksheets.

EXECUTIVE SUMMARY

The July 19, 2017 *Traffic Impact Study for the Eight Mile Road & Thornton Road Convenience Center Project* (KD Anderson & Associates 2017) presented a full traffic analysis of the Eight Mile Road & Thornton Road Convenience Center project as it was then proposed. The composition of land uses in the proposed project has recently changed. This letter report presents a focused traffic analysis of proposed revisions to the project.

The *Traffic Impact Study for the Eight Mile Road & Thornton Road Convenience Center Project* (2017 TIS) used vehicle trip generation rates from the then-most recent Institute of Transportation Engineers (ITE) *Trip Generation Manual 9th Edition* (Institute of Transportation Engineers 2012). After the 2017 TIS was prepared, a new edition of this document was

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published. The analysis presented in this letter report used vehicle trip generation rates from the current-most recent ITE *Trip Generation Manual 10th Edition* (Institute of Transportation Engineers 2017).

The combination of revised land uses and updated trip generation rates results in the Eight Mile Road & Thornton Road Convenience Center project being expected to generate more vehicle trips, compared to the 2017 TIS. However, as described in this letter report, the revised traffic analysis concludes there would not be any new significant project-related traffic impacts, and no additional mitigation measures would be required.

INTRODUCTION

As described in more detail below, this letter report is not intended to be a full standalone traffic impact study. This letter report focuses on changes to project-related land uses, and changes to the methodology applied in the 2017 TIS. For full documentation of the traffic analysis, the reader is referred to the 2017 TIS (KD Anderson & Associates 2017).

Enclosed with this letter report are those figures and tables from the 2017 TIS which have been revised. Figures and tables which have not been revised are not included in this letter report, and may be found in the 2017 TIS. This approach has been applied to focus the content of this letter report on the changes that result from the revised analysis.

PROJECT UNDERSTANDING

The Eight Mile Road & Thornton Road Convenience Center project site is located on the southeast corner of the intersection of Eight Mile Road & Thornton Road. At the time the 2017 TIS was prepared, the project included the following:

- a 4,000 building square feet retail commercial structure,
- a 3,462 building square feet quick service restaurant,
- an am/pm convenience store with a 16-position vehicle fueling area and a car wash, and
- 234 multiple family dwelling units.

The land use composition and quantities of the Eight Mile Road & Thornton Road Convenience Center project have recently changed and now includes the following (Simpson pers. comm.):

- a standalone automated car wash,
- a 3,462 building square feet quick service restaurant,
- an am/pm convenience store with a 16-position vehicle fueling area, and
- 223 multiple family dwelling units.

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A site plan showing the revised commercial portion of the Eight Mile Road & Thornton Road Convenience Center project as currently proposed is presented in the enclosed **Figure 4** (Farmer pers comm.).

ANALYSIS METHODS

The traffic analysis presented in this letter report will be used by the City of Stockton in a California Environmental Quality Act (CEQA) addendum to the 2017 Initial Study/ Mitigated Negative Declaration (2017 IS/MND) prepared for the Eight Mile Road & Thornton Road Convenience Center project (City of Stockton 2017). The 2017 IS/MND included traffic analysis presented in the 2017 TIS. As a result, the technical approaches and assumptions applied in the analysis for this letter report are, to the extent appropriate, consistent with those applied in the 2017 TIS. The following aspects of the 2017 TIS are applied in this letter report, are described in detail in the 2017 TIS, are not repeated in this letter report, and are incorporated by reference into this letter report:

- existing conditions,
- near-term future Existing Plus Approved Projects (EPAP) background traffic volumes,
- long-term future Cumulative background traffic volumes,
- project-related trip distribution,
- near-term future EPAP lane geometrics,
- long-term future Cumulative lane geometrics,
- intersection LOS analysis software and methods,
- roadway segment LOS analysis methods, and
- significance thresholds.

The following describes aspects of the analysis presented in this letter report which are different from the 2017 TIS.

Land Use Quantities

Both the types of land uses and the land use quantities included in the proposed Eight Mile Road & Thornton Road Convenience Center project have changed. As noted earlier in the *Project Understanding* section of this letter report, at the time the 2017 TIS was prepared, the project included the following:

- a 4,000 building square feet retail commercial structure,
- a 3,462 building square feet quick service restaurant,
- an am/pm convenience store with a 16-position vehicle fueling area and a car wash, and
- 234 multiple family dwelling units.

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Proposed land uses in the Eight Mile Road & Thornton Road Convenience Center project now include the following:

- a standalone automated car wash,
- a 3,462 building square feet quick service restaurant,
- an am/pm convenience store with a 16-position vehicle fueling area, and
- 223 multiple family dwelling units.

In summary, the changes to the proposed project are:

- the 4,000 building square feet retail commercial structure is no longer proposed,
- the car wash previously associated with the am/pm convenience store is now proposed as a standalone automated car wash, and
- the number of proposed multiple family dwelling units has decreased from 234 to 223.

Trip Generation

The 2017 TIS was prepared using vehicle trip generation rates from the then-most recent ITE *Trip Generation Manual 9th Edition* (Institute of Transportation Engineers 2012). After the 2017 TIS was prepared, a new edition of this document was published. In consultation with City of Stockton staff (McDowell pers. comm.), the traffic analysis presented in this letter report used vehicle trip generation rates from the current-most recent ITE *Trip Generation Manual 10th Edition* (Institute of Transportation Engineers 2017).

Trip generation rates applied in the traffic analysis prepared for this letter report are shown in the enclosed **Table 7**. These trip generation rates were applied to the land uses described above in the *Land Use Quantities* section of this letter report. The resulting trip generation estimate is presented in the enclosed **Table 8**. As shown in **Table 8**, the project would generate an adjusted total of:

- 3,664 trips per day,
- 270 trips during the a.m. peak hour, and
- 301 trips during the p.m. peak hour.

The trip generation estimates presented in the enclosed **Table 8** are greater than the estimates presented in **Table 8** of the 2017 TIS.

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ANALYSIS RESULTS

Changes to the Eight Mile Road & Thornton Road Convenience Center project land uses and changes to vehicle trip generation rates would result in changes to the analysis results for the two scenarios evaluated in the 2017 TIS that included the proposed project:

- the EPAP Plus Project scenario, and
- the Cumulative Plus Project scenario.

Changes to project land uses and trip generation rates would not change the analysis results for the three scenarios that did not include the proposed project:

- the Existing Conditions scenario,
- the EPAP No Project scenario, and
- the Cumulative No Project scenario.

To focus on the changes that result from the revised analysis, the results of the analysis of the two “Plus Project” are presented in this letter report. Analysis of the three “No Project” scenarios that have not changed is not presented in this letter report, and may be found in the 2017 TIS (KD Anderson & Associates 2017).

The following is a description of the results of the traffic analysis of the two “Plus Project” scenarios conducted for this letter report.

EPAP Plus Project Scenario

The following describes the results of the analysis of the revised EPAP Plus Project scenario.

Traffic Volumes. Traffic that would be generated by the revised Eight Mile Road & Thornton Road Convenience Center project was added to EPAP No Project volumes. The enclosed **Figure 9** displays the project-related-only traffic volumes for each study intersection in the a.m. peak hour and p.m. peak hour. The enclosed **Figure 10** displays the resulting EPAP Plus Project traffic volumes anticipated for each study intersection in the peak hours.

The enclosed **Table 10** displays daily traffic volumes for study roadway segments under EPAP Plus Project conditions.

Intersection Levels of Service. The enclosed **Table 11** presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under EPAP Plus Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

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Traffic volumes under EPAP Plus Project conditions would be generally higher than under EPAP No Project conditions and, as a result, vehicle delay at study intersections under EPAP Plus Project conditions would be higher than under EPAP No Project conditions.

Under EPAP Plus Project conditions, LOS at all eight study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. This impact is considered to be less than significant. No mitigation measures are required.

Roadway Segment Levels of Service. A summary of LOS on the five study roadway segments under EPAP Plus Project conditions is presented in **Table 10**. Four of the five roadway segments would operate at acceptable LOS D or better. The impact of the proposed project on these four roadway segments is considered to be less than significant. No mitigation measures are required.

Under EPAP Plus Project conditions, the roadway segment Eight Mile Road from Thornton Road to Davis Road would operate at LOS E. LOS E is considered unacceptable. However, the project would not result in an increase in traffic volume greater than five percent. Therefore, based on criteria presented in the *Level of Service Significance Threshold* section of the 2017 TIS, this impact is considered to be less than significant. No mitigation measures are required.

Cumulative Plus Project Scenario

The following describes the results of the analysis of the revised Cumulative Plus Project scenario.

Traffic Volumes. Based on methods described in the 2017 TIS, traffic that would be generated by the revised Eight Mile Road & Thornton Road Convenience Center project under long-term future cumulative conditions at each study intersection in the a.m. peak hour and p.m. peak hour is shown in the enclosed **Figure 12**. The enclosed **Figure 13** displays the Cumulative Plus Project traffic volumes anticipated for each study intersection in the peak hours.

The enclosed **Table 14** displays daily traffic volumes for study roadway segments under Cumulative Plus Project conditions.

Intersection Levels of Service. The enclosed **Table 15** presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under Cumulative Plus Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under Cumulative Plus Project conditions would be generally higher than under Cumulative No Project conditions and, as a result, vehicle delay at study intersections under Cumulative Plus Project conditions would be higher than Cumulative No Project conditions.

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Page 7 of 7

Under Cumulative Plus Project conditions, LOS at seven of the eight study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. No improvements are needed at these seven intersections to achieve acceptable LOS.

Under Cumulative Plus Project conditions, the intersection of Eight Mile Road & I-5 Northbound Ramps would operate at LOS C with 23.5 seconds of delay during the a.m. peak hour, and LOS E with 64.0 seconds of delay during the p.m. peak hour. LOS E is considered unacceptable. However, the increase in delay from Cumulative No Project conditions is not greater than five seconds. Therefore, based on criteria presented in the *Level of Service Significance Threshold* section of the 2017 TIS, this impact is considered less than significant and no mitigation measures are required.

Roadway Segment Levels of Service. A summary of LOS on the five study roadway segments under Cumulative Plus Project conditions is presented in **Table 14**. All five study roadway segments would operate at acceptable LOS D or better. Therefore, the impact on these roadway segments is considered to be less than significant. No mitigation measures are needed at these roadway segments.

CLOSING

Thank you for this opportunity to provide traffic analysis services on Eight Mile Road & Thornton Road Convenience Center project. If you have any questions about this report, please contact me via E-mail message at wshijo@kdanderson.com or call me at 916/660-1555.

Sincerely,

KD Anderson & Associates, Inc.



Wayne Shijo
Project Manager

enclosures

KDA

645

REFERENCES

Publications Cited

Institute of Transportation Engineers. 2012. Trip Generation Manual, 9th Edition. Washington, D.C.

Institute of Transportation Engineers. 2017. Trip Generation Manual, 10th Edition. Washington, D.C.

KD Anderson & Associates 2017. Traffic Impact Study for the Eight Mile Road & Thornton Road Convenience Center Project. Loomis, CA.

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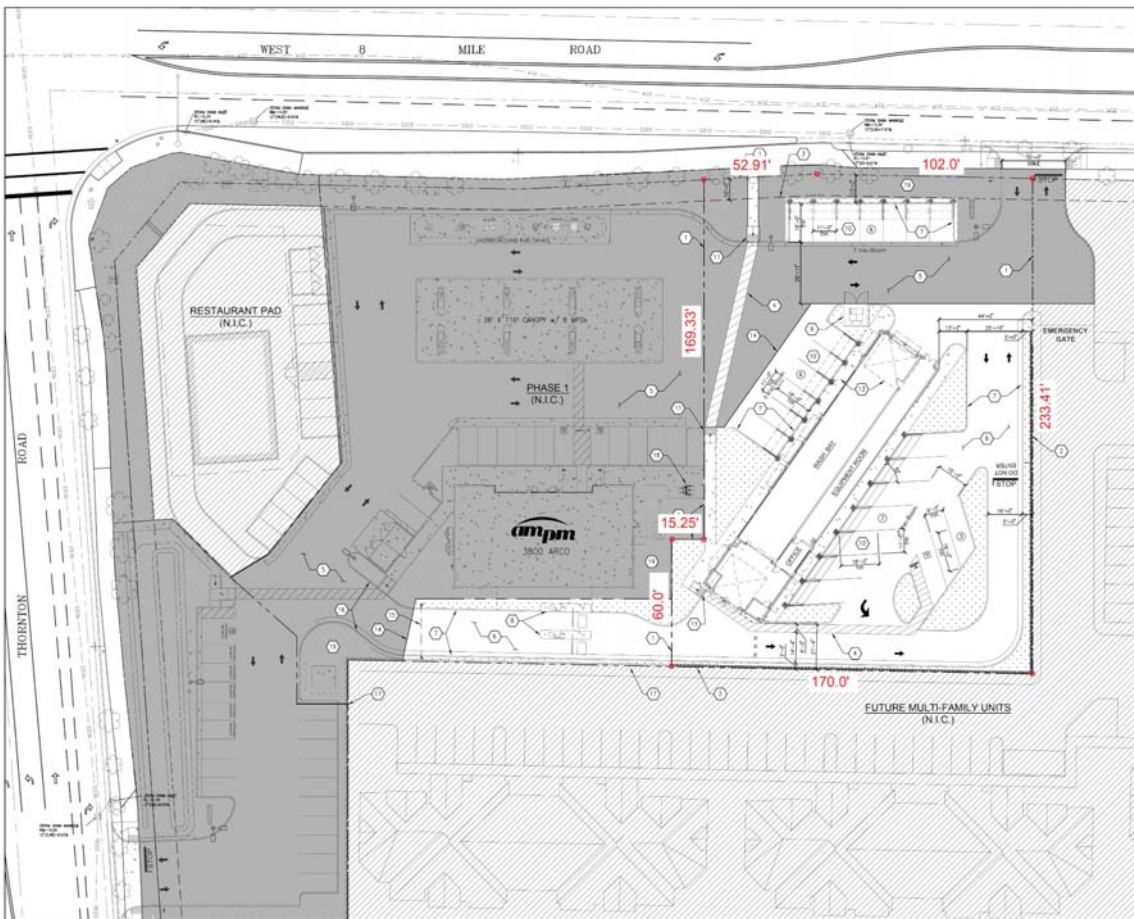
Personal Communications

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Simpson, Charlie. BaseCamp Environmental, Inc. March 9, 2019 E-mail message to Wayne Shijo, KD Anderson & Associates.

EXHIBIT 1



PARKING DATA
(CHAPTERS, TABLE 3-6)

REQUIRED:	
FULL SERVICE CAR WASH (1 SPACE/200 SF)	= 8 SPACES
TOTAL REQUIRED:	= 8 SPACES
PROVIDED:	
STANDARD SPACE (9'x11')	= 2 SPACES
ACCESSIBLE SPACE (9'x11')	= 1 SPACE
VACUUM SPACE (11'x18')	= 19 SPACES
TOTAL PROVIDED:	= 22 SPACES

- KEYED NOTES**
- ① PROPERTY LINE
 - ② NEW 8' HIGH CHAIN LINK SCREEN WALL ALONG PROPERTY LINE
 - ③ LINE OF PUBLIC UTILITY EASEMENT
 - ④ NEW ACCESSIBLE PATH OF TRAVEL STRIPING
 - ⑤ EXISTING ASPHALT CONCRETE PAVEMENT
 - ⑥ NEW ASPHALT CONCRETE PAVEMENT
 - ⑦ NEW CONCRETE CURB, TYP.
 - ⑧ NEW PAV. STATION
 - ⑨ NEW TRASH ENCLOSURE
 - ⑩ NEW VACUUM STATIONS
 - ⑪ NEW ACCESSIBLE RAMP
 - ⑫ NEW ACCESSIBLE PARKING STALL
 - ⑬ ROOFGARDNY LINE ABOVE
 - ⑭ EXISTING EDGE OF PAVEMENT, PROVIDE SMOOTH TRANSITION BETWEEN EXISTING AND NEW PAVEMENT
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 - ⑯ EXISTING CURB
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 - ⑱ EXISTING BIKE PARKING
 - ⑲ EXISTING LANDSCAPE

SITE LEGEND

	FUEL STATION (N.I.C.)
	FUTURE RESTAURANT & MULTI-FAMILY UNITS (N.I.C.)
	NEW CONCRETE AND WALKS
	NEW LANDSCAPE
①	PARKING STALL COUNT
②-③	EXISTING SITE LIGHTING

PRELIMINARY NOT FOR CONSTRUCTION

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PHONE: 561-833-1100
WWW.DANIELMULLAND.COM

STOCKTON CA
ELITE CARWASH
SEC 8 MILE RD AND THORNTON RD
CSHOA INC.

PROJECT	DATE
TITLE	10/15/19
DRAWN BY	CHECKED
REVISIONS	

SHEET TITLE
SITE PLAN

SHEET
A2

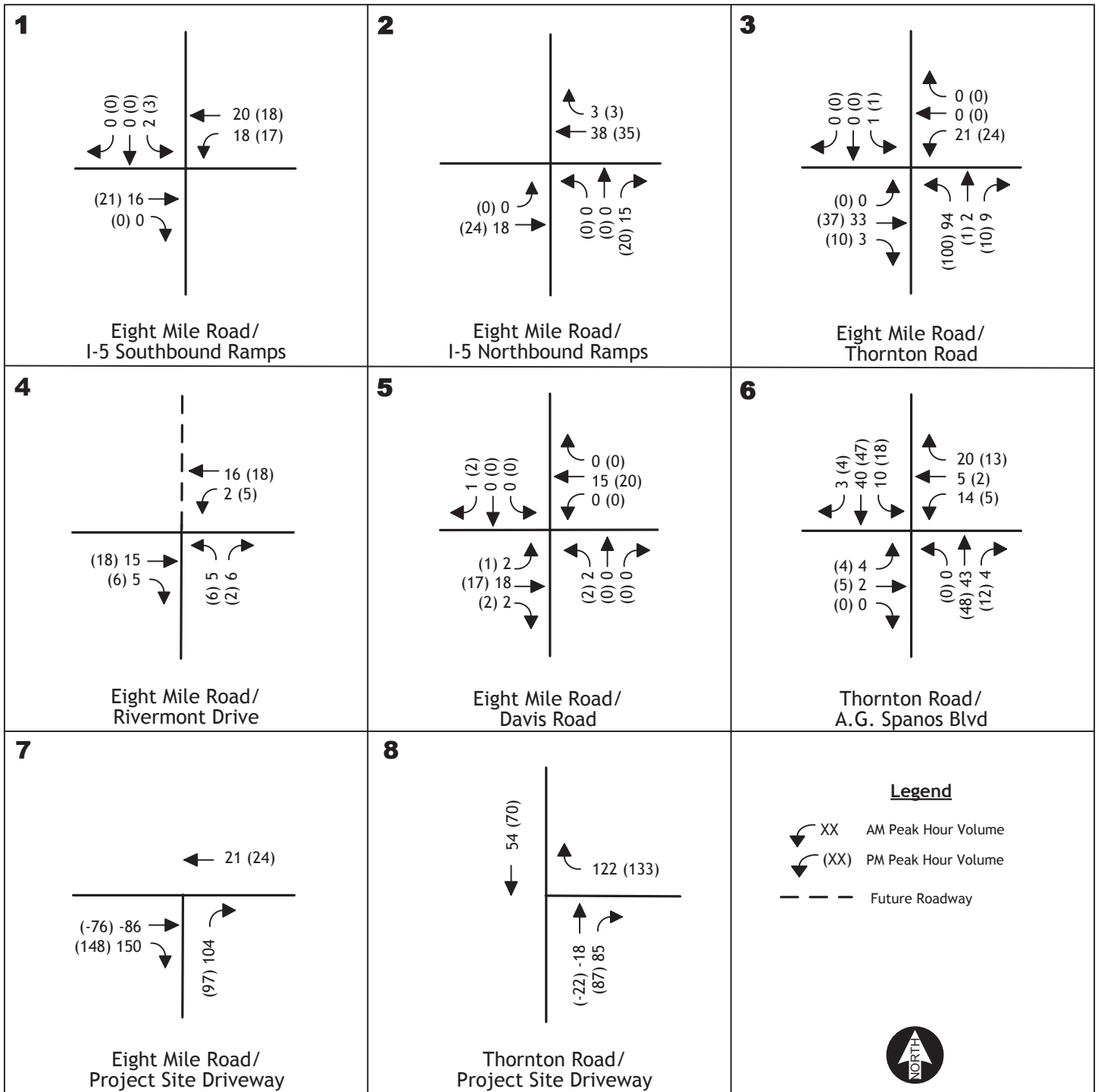
ORIGINAL SHEET SIZE
36" x 48"

KD Anderson & Associates, Inc.
Transportation Engineers
5525-001 RA 3/14/2019

CONVENIENCE CENTER SITE PLAN

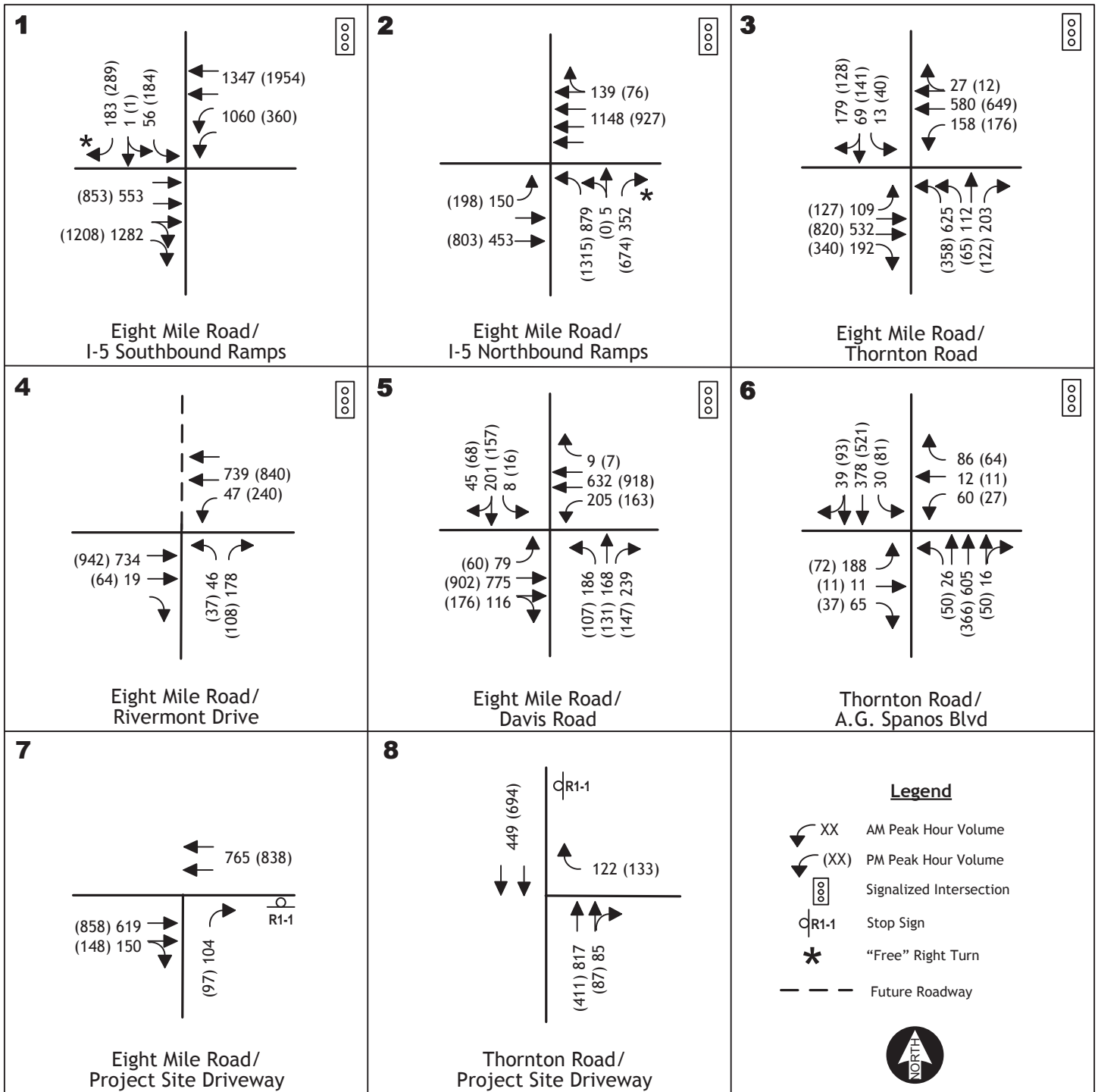
Eight Mile Road & Thornton Road Convenience Center Traffic Impact Study

figure 4



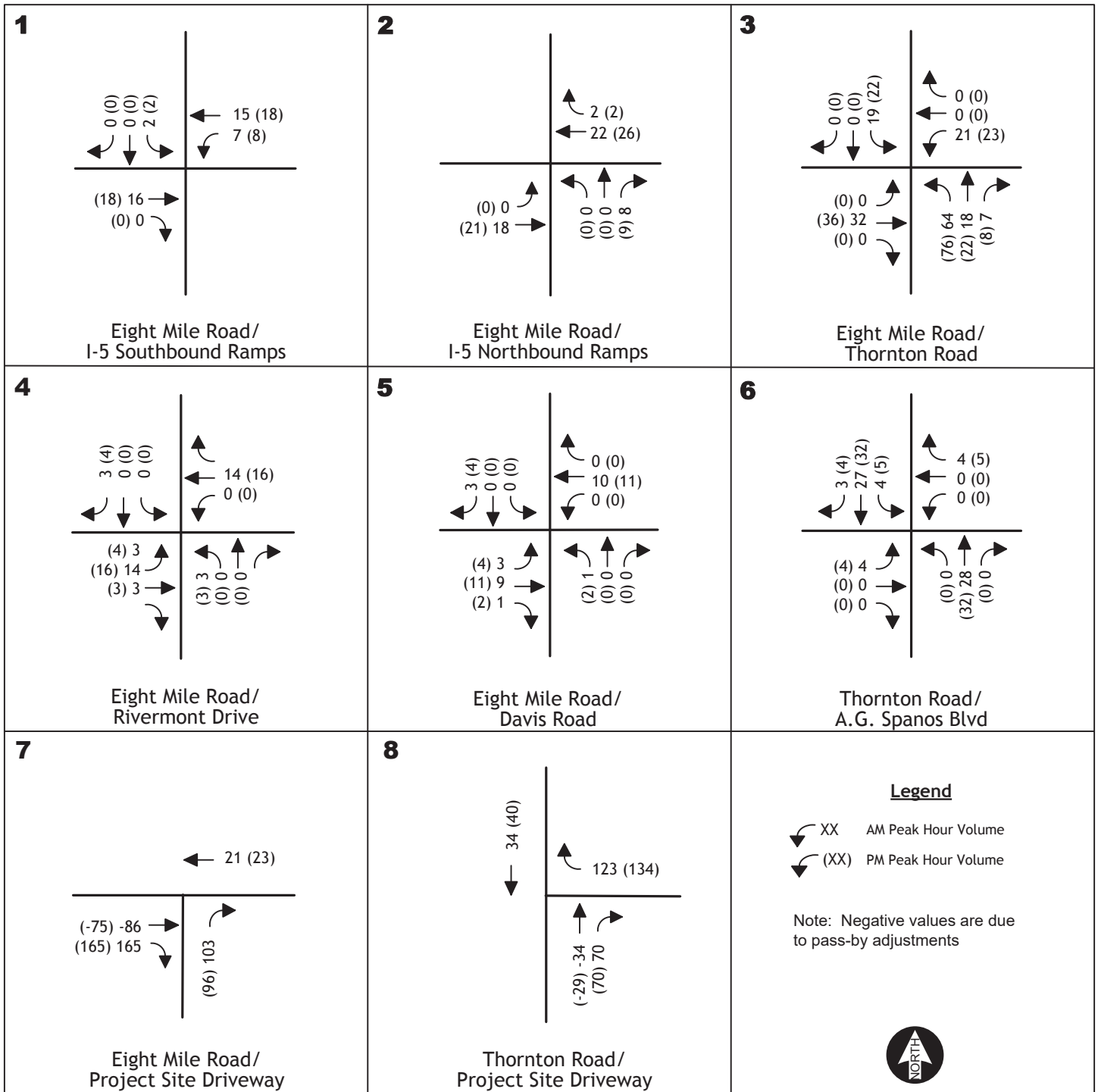
PROJECT RELATED TRIPS

EXISTING PLUS APPROVED PROJECTS BACKGROUND

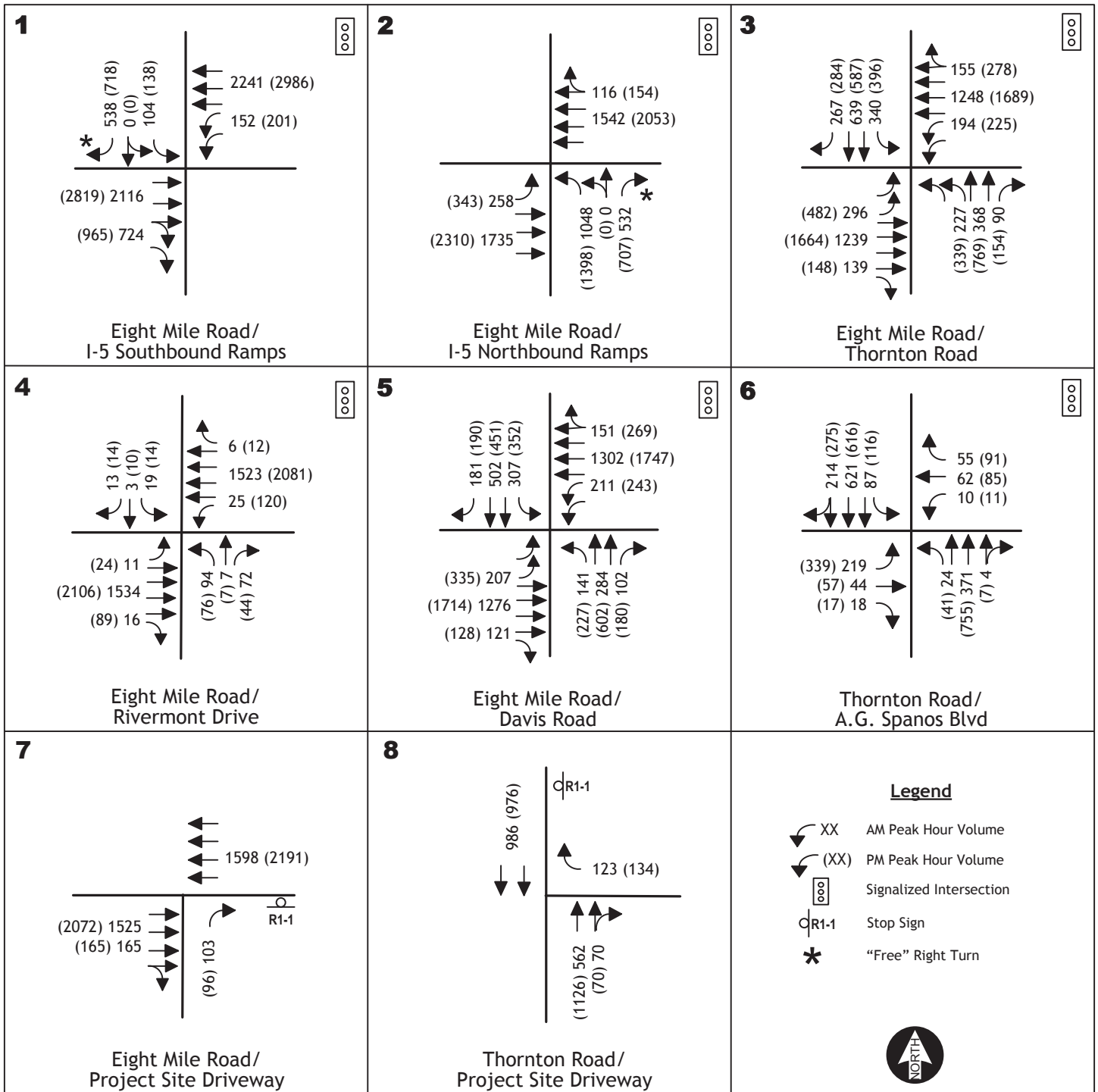


EXISTING PLUS APPROVED PROJECTS
PLUS PROPOSED PROJECT

Intersection Traffic Volumes and Lane Configurations



PROJECT RELATED TRIPS
CUMULATIVE BACKGROUND



CUMULATIVE PLUS PROJECT

Intersection Traffic Volumes and Lane Configurations

KD Anderson & Associates, Inc.
Transportation Engineers

5525-001 3/14/2019

Eight Mile Road & Thornton Road Convenience Center Traffic Impact Study

Table 7. Trip Generation Rates for Eight Mile Road & Thornton Road Convenience Center Project

Land Use Category and ITE Land Use Code	Independent Variable	Vehicle Trip Rates						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Tunnel Car Wash (ITE 845 - Automated Car Wash)	Tunnel	503	20	14	34	38.75	38.75	77.50
Quick Service Restaurant (ITE 934 - Fast-Food Restaurant with Drive-Through Window)	1,000 Sq. Ft.	470.95	20.50	19.69	40.19	16.99	15.68	32.67
High-Density Residential (ITE 221 - Multifamily Housing (Mid-Rise))	Dwelling Unit	5.44	0.09	0.27	0.36	0.27	0.17	0.44
am/pm Convenience Store (ITE 960 - Super Convenience Market / Gas Station)	Vehicle Fueling Positions and 1,000 Sq. Ft.	230.52	N/A	N/A	N/A	N/A	N/A	N/A

Notes: Totals may not equal the sum of the components due to rounding. N/A = not applicable.
 Peak hour trip generation for ITE 960 - Super Convenience Market/Gas Station based on multi-variable regression analysis.
 Source: Institute of Transportation Engineers 2017.
 Trip generation count data collected for ITE 845 - Automated Car Wash daily and a.m. peak hour rates.

Table 8. Trip Generation Estimates for Eight Mile Road & Thornton Road Convenience Center Project

Land Use Category and ITE Land Use Code	Amount of Land Use	Vehicle Trips						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Tunnel Car Wash (ITE 845 - Automated Car Wash)	1 Tunnel	503	20	14	34	39	39	78
Quick Service Restaurant (ITE 934 - Fast-Food Restaurant with Drive-Through Window)	3,462 1,000 Sq. Ft.	1,630	71	68	139	59	54	113
High-Density Residential (ITE 221 - Multifamily Housing (Mid-Rise)	223 Dwelling Unit	1,213	20	60	80	60	38	98
am/pm Convenience Store (ITE 960 - Super Convenience Market / Gas Station)	16 Vehicle Fueling Positions and 3.8 1,000 Sq. Ft.	3,688	144	144	288	137	137	273
Unadjusted Subtotal		7,034	255	286	541	295	268	562
Pass-By & Mixed Land Use Internal Trip Reductions								
Tunnel Car Wash (Pass-By) (ITE 845 - Automated Car Wash)		-75	-3	-2	-5	-6	-6	-12
Quick Service Restaurant (Pass-By) (ITE 934 - Fast-Food Restaurant with Drive-Through Window)		-799	-35	-33	-68	-30	-27	-57
am/pm Convenience Store (Pass-By) (ITE 960 - Super Convenience Market / Gas Station)		-2,065	-89	-89	-179	-77	-77	-153
Mixed Land Use Internal Trip Reduction (For calculation, see the technical appendix)		-431	-7	-12	-19	-19	-20	-39
Adjusted Total		3,664	121	150	270	163	138	301
<p>Notes: Totals may not equal the sum of the components due to rounding. Peak hour trip generation for ITE 960 - Super Convenience Market/Gas Station based on multi-variable regression analysis. Mixed land use internal trip calculation based on Institute of Transportation Engineers 2012. Pass-by percentages based on Institute of Transportation Engineers 2012, and Caltrans 2002.</p>								

**Table 10. Roadway Segment Level of Service -
EPAP Plus Project Conditions**

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
1 Eight Mile Road – Interstate 5 to Thornton Road	4	47,900	26,385	0.55	C
2 Eight Mile Road – Thornton Road to Davis Road	2	20,600	19,404	0.94	E
3 Thornton Road - Eight Mile Road to Bear Creek	4	38,200	9,779	0.26	A
4 AG Spanos Boulevard - Thornton Road to Ocean Mist Way	2	13,200	2,577	0.20	A
5 Ocean Mist Way / Breaker Way - A.G. Spanos Boulevard to Lands End	2	13,200	1,241	0.09	A

Notes: "V/C Ratio" = volume-to-capacity ratio.

Table 11. Intersection Level of Service - EPAP Plus Project Conditions

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
1 Eight Mile Road & I-5 Southbound Ramps	Signal		D	39.7	B	19.9
2 Eight Mile Road & I-5 Northbound Ramps	Signal		C	29.7	C	31.5
3 Eight Mile Road & Thornton Road	Signal		D	35.6	C	33.4
4 Eight Mile Road & Rivermont Drive	Signal		B	14.4	C	20.8
5 Eight Mile Road & Davis Road	Signal		D	46.7	D	41.6
6 Thornton Road & A.G. Spanos Boulevard	Signal		C	26.8	C	21.5
7 Eight Mile Road & Project Site Driveway	Unsig	No	A	0.8	A	0.7
8 Thornton Road & Project Site Driveway	Unsig	No	A	1.2	A	1.2

Notes: I-5 = Interstate 5. LOS = Level of Service. "Inters. Control" = Type of intersection control.
 "Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control.
 Dashes (- -) indicate the intersection would not be present under this scenario.
 Delay is measured in seconds per vehicle.
 Per City of Stockton guidelines, intersection average delay is reported for all intersections, including unsignalized intersections.

**Table 14. Roadway Segment Level of Service -
Cumulative Plus Project Conditions**

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
1 Eight Mile Road – Interstate 5 to Thornton Road	8	84,700	55,206	0.65	C
2 Eight Mile Road – Thornton Road to Davis Road	8	84,700	54,070	0.64	C
3 Thornton Road - Eight Mile Road to Bear Creek	6	59,300	17,748	0.30	A
4 AG Spanos Boulevard - Thornton Road to Ocean Mist Way	2	13,200	2,922	0.22	A
5 Ocean Mist Way / Breaker Way - A.G. Spanos Boulevard to Lands End	2	13,200	1,334	0.10	A

Notes: "V/C Ratio" = volume-to-capacity ratio.

Table 15. Intersection Level of Service - Cumulative Plus Project Conditions

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
1 Eight Mile Road & I-5 Southbound Ramps	Signal		B	17.9	D	48.6
2 Eight Mile Road & I-5 Northbound Ramps	Signal		C	23.5	E	64.0
3 Eight Mile Road & Thornton Road	Signal		C	33.1	D	54.3
4 Eight Mile Road & Rivermont Drive	Signal		A	9.8	B	10.5
5 Eight Mile Road & Davis Road	Signal		C	31.7	D	40.0
6 Thornton Road & A.G. Spanos Boulevard	Signal		C	25.5	C	30.4
7 Eight Mile Road & Project Site Driveway	Unsig	No	A	0.4	A	0.4
8 Thornton Road & Project Site Driveway	Unsig	Yes	A	0.9	A	1.1

Notes: I-5 = Interstate 5. LOS = Level of Service. "Inters. Control" = Type of intersection control.
 "Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control.
 Dashes (- -) indicate the intersection would not be present under this scenario.
 Delay is measured in seconds per vehicle.
 Per City of Stockton guidelines, intersection average delay is reported for all intersections, including unsignalized intersections.

March 15, 2019

Ms. Surina Mann
OEM Petroleum, LLC
2190 Meridian Park Boulevard, Suite G
Concord, CA 94520

Subject: *Eight Mile Road & Thornton Road Convenience Center Project Revision –
Eight Mile Road Precise Roadway Plan Amendment Traffic Analysis*

Dear Ms. Mann -

On behalf of KD Anderson & Associates (KDA), I am pleased to submit this letter report presenting our focused traffic analysis of a proposed amendment to the Eight Mile Road Precise Roadway Plan associated with the Eight Mile Road & Thornton Road Convenience Center project. As described in more detail below, this analysis focuses on a proposed revision to the project. The following is:

- an executive summary of the analysis,
- background information and an introduction to this letter report,
- our understanding of the project revision,
- a description of the methods used in the analysis, and
- the results of the analysis.

Enclosed in a separate electronic file is a technical appendix presenting level of service (LOS) calculation worksheets.

EXECUTIVE SUMMARY

Based on analysis approaches and significance thresholds specified by the City of Stockton, proposed amendments to the Eight Mile Road Precise Roadway Plan would have a less-than-significant impact on traffic. Level of service would be poor at one of the study intersections. However, LOS would be poor both with and without proposed amendments to the precise roadway plan, resulting in a less-than-significant impact.

Ms. Surina Mann
OEM Petroleum, LLC
March 15, 2019
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BACKGROUND AND INTRODUCTION

The July 20, 2017 letter report *Subject: Eight Mile Road Precise Roadway Plan Amendment* (KD Anderson & Associates 2017a) presented traffic analysis of a proposed amendment to the Eight Mile Road Precise Roadway Plan. The letter report *Subject: Eight Mile Road Precise Roadway Plan Amendment* (2017 letter report) presented a full description of the precise roadway plan amendment traffic analysis.

The 2017 letter report was associated with a July 19, 2017 *Traffic Impact Study for the Eight Mile Road & Thornton Road Convenience Center Project* (KD Anderson & Associates 2017b), The *Traffic Impact Study for the Eight Mile Road & Thornton Road Convenience Center Project* (2017 TIS) presented a full traffic analysis of the Eight Mile Road & Thornton Road Convenience Center project as it was then proposed.

The composition of land uses in the proposed Eight Mile Road & Thornton Road Convenience Center project has recently changed. The March 15, 2019 letter report *Subject: Eight Mile Road & Thornton Road Convenience Center Project Revision - Traffic Analysis* (2019 letter report) presented traffic analysis of the recently-revised Eight Mile Road & Thornton Road Convenience Center project (KD Anderson & Associates 2019).

The recently-proposed changes to land uses in the Eight Mile Road & Thornton Road Convenience Center project would change the results of the traffic analysis presented in the 2017 letter report. This current letter report presents a focused traffic analysis of the proposed amendment to the Eight Mile Road Precise Roadway Plan using proposed revisions to land uses included in the Eight Mile Road & Thornton Road Convenience Center project.

As described in more detail below, this letter report is not intended to be a full standalone report. This letter report focuses on changes to project-related land uses, and changes to the methodology applied in the 2017 TIS. For full documentation of the traffic analysis, the reader is referred to the 2017 TIS, 2017 letter report, and 2019 letter report.

Enclosed with this letter report are those figures and tables from the 2017 letter report which have been revised. Figures and tables which have not been revised are not included in this letter report, and may be found in the 2017 letter report (KD Anderson & Associates 2017a). This approach has been applied to focus the content of this letter report on the changes that result from the revised analysis.

PROJECT UNDERSTANDING

The Eight Mile Road & Thornton Road Convenience Center project site is located on the southeast corner of the intersection of Eight Mile Road & Thornton Road. At the time the 2017 TIS and 2017 letter report were prepared, the project included the following:

KDA

Ms. Surina Mann
OEM Petroleum, LLC
March 15, 2019
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- a 4,000 building square feet retail commercial structure,
- a 3,462 building square feet quick service restaurant,
- an am/pm convenience store with a 16-position vehicle fueling area and a car wash, and
- 234 multiple family dwelling units.

The land use composition and quantities of the Eight Mile Road & Thornton Road Convenience Center project have recently changed and now include the following (Simpson pers. comm.):

- a standalone automated car wash,
- a 3,462 building square feet quick service restaurant,
- an am/pm convenience store with a 16-position vehicle fueling area, and
- 223 multiple family dwelling units.

A site plan showing the revised commercial portion of the Eight Mile Road & Thornton Road Convenience Center project as currently proposed is presented in the enclosed **Figure 2** (Farmer pers. comm.).

The Eight Mile Road Precise Roadway Plan specifies lane configurations and roadway access along the Eight Mile Road corridor. The plan also specifies lane configurations and access on roadways that intersect with Eight Mile Road, including Thornton Road. Implementation of the Eight Mile Road & Thornton Road Convenience Center project, as proposed, would require amendment of the Eight Mile Road Precise Roadway Plan.

As shown in **Figure 2**, the project includes a driveway connection to Eight Mile Road, and a driveway connection to Thornton Road. Neither driveway connection is included in the current Eight Mile Road Precise Roadway Plan. The Eight Mile Road & Thornton Road Convenience Center project proposes to amend the Eight Mile Road Precise Roadway Plan to include these two driveway connections.

ANALYSIS METHODS

The traffic analysis presented in this letter report will be used by the City of Stockton in a California Environmental Quality Act (CEQA) addendum to the 2017 Initial Study/ Mitigated Negative Declaration (2017 IS/MND) prepared for proposed amendments to the Eight Mile Road Precise Roadway Plan. The 2017 IS/MND included traffic analysis presented in the 2017 letter report. As a result, the technical approaches and assumptions applied in the analysis for this current letter report are, to the extent appropriate, consistent with those applied in the 2017 letter report. The following aspects of the 2017 TIS, 2017 letter report, and 2019 letter report are applied in this current letter report, are described in detail in those documents, are not repeated in this letter report, and are incorporated by reference into this current letter report:

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OEM Petroleum, LLC
March 15, 2019
Page 4 of 6

- long-term future Cumulative background traffic volumes,
- project-related trip generation,
- project-related trip distribution,
- long-term future Cumulative lane geometrics,
- intersection LOS analysis software and methods, and
- significance thresholds.

The following describes aspects of the analysis presented in this letter report which are different from the 2017 TIS, 2017 letter report, and 2019 letter report.

Land Use Quantities

Both the types of land uses and the land use quantities included in the proposed Eight Mile Road & Thornton Road Convenience Center project have changed. As noted earlier in the *Project Understanding* section of this letter report, at the time the 2017 TIS and 2017 letter report were prepared, the project included the following:

- a 4,000 building square feet retail commercial structure,
- a 3,462 building square feet quick service restaurant,
- an am/pm convenience store with a 16-position vehicle fueling area and a car wash, and
- 234 multiple family dwelling units.

Proposed land uses in the Eight Mile Road & Thornton Road Convenience Center project now include the following:

- a standalone automated car wash,
- a 3,462 building square feet quick service restaurant,
- an am/pm convenience store with a 16-position vehicle fueling area, and
- 223 multiple family dwelling units.

In summary, the changes to the proposed project are:

- the 4,000 building square feet retail commercial structure is no longer proposed,
- the car wash previously associated with the am/pm convenience store is now proposed as a standalone automated car wash, and
- the number of proposed multiple family dwelling units has decreased from 234 to 223.

Trip Generation

The 2017 TIS and 2017 letter report were prepared using vehicle trip generation rates from the then-most recent ITE *Trip Generation Manual 9th Edition* (Institute of Transportation Engineers

KDA

Ms. Surina Mann
OEM Petroleum, LLC
March 15, 2019
Page 5 of 6

2012). After the 2017 TIS and 2017 letter report were prepared, a new edition of this document was published. In consultation with City of Stockton staff (McDowell pers. comm.), the traffic analysis presented in this current letter report used vehicle trip generation rates from the current-most recent ITE *Trip Generation Manual 10th Edition* (Institute of Transportation Engineers 2017).

Trip generation rates from *Trip Generation Manual 10th Edition* were applied to the land uses described above in the *Land Use Quantities* section of this current letter report. This would result in the project generating an adjusted total of:

- 3,664 trips per day,
- 270 trips during the a.m. peak hour, and
- 301 trips during the p.m. peak hour.

A detailed description of the methods used to estimate these values is presented in the 2019 letter report. The current trip generation estimates are greater than the estimates presented in the 2017 TIS and 2017 letter report.

ANALYSIS RESULTS

Changes to the Eight Mile Road & Thornton Road Convenience Center project land uses and changes to vehicle trip generation rates would result in changes to the analysis results for the two scenarios evaluated in the 2017 letter report:

- Cumulative Plus Eight Mile Road & Thornton Road Convenience Center Project No Eight Mile Road Precise Roadway Plan Amendment, and
- Cumulative Plus Eight Mile Road & Thornton Road Convenience Center Project Plus Eight Mile Road Precise Roadway Plan Amendment.

Traffic Volumes

Enclosed are figures presenting the volumes and lane geometrics for the scenarios listed above. **Figure 4** is for the scenario without amendments to the Eight Mile Road Precise Roadway Plan. **Figure 5** is for the scenario with the amendments.

Level of Service

The following is a description of the results of the LOS analysis of the Eight Mile Road Precise Roadway Plan amendment. The results of the LOS analyses for the two scenarios listed above are presented in the enclosed **Table 1**. Level of service and signal warrant calculation worksheets for these two scenarios are presented in the technical appendix.

KDA

Ms. Surina Mann
OEM Petroleum, LLC
March 15, 2019
Page 6 of 6

With implementation of the Eight Mile Road Precise Roadway Plan amendments, seven of the eight study intersections would operate at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. Therefore, the impacts at these intersections are considered less-than-significant. No mitigation measures are required.

With implementation of the Eight Mile Road Precise Roadway Plan amendments, the intersection of Eight Mile Road & I-5 Northbound Ramps would operate at LOS C with 23.5 seconds of delay during the a.m. peak hour, and LOS E with 64.0 seconds of delay during the p.m. peak hour. LOS E is considered unacceptable. However, proposed amendments to the Eight Mile Road Precise Roadway Plan Amendment would not increase delay by more than five seconds, compared to conditions without the amendment. Therefore, based on criteria presented in the *Significance Thresholds* section of the 2017 letter report, this impact is considered less than significant and no mitigation measures are required.

CLOSING

Thank you for this opportunity to provide traffic analysis services on Eight Mile Road & Thornton Road Convenience Center project and the Eight Mile Road Precise Roadway Plan amendment. If you have any questions about this report, please contact me via E-mail message at wshijo@kdanderson.com or call me at 916/660-1555.

Sincerely,

KD Anderson & Associates, Inc.



Wayne Shijo
Project Manager

enclosures

KDA

663

REFERENCES

Publications Cited

Institute of Transportation Engineers. 2012. Trip Generation Manual, 9th Edition. Washington, D.C.

Institute of Transportation Engineers. 2017. Trip Generation Manual, 10th Edition. Washington, D.C.

KD Anderson & Associates 2017a. Letter Report for the Eight Mile Road & Thornton Road Convenience Center Project – Eight Mile Road Precise Roadway Plan Amendment. Loomis, CA.

KD Anderson & Associates 2017b. Traffic Impact Study for the Eight Mile Road & Thornton Road Convenience Center Project. Loomis, CA.

KD Anderson & Associates 2019. Letter Report Subject: Eight Mile Road & Thornton Road Convenience Center Project Revisions – Traffic Analysis. Loomis, CA.

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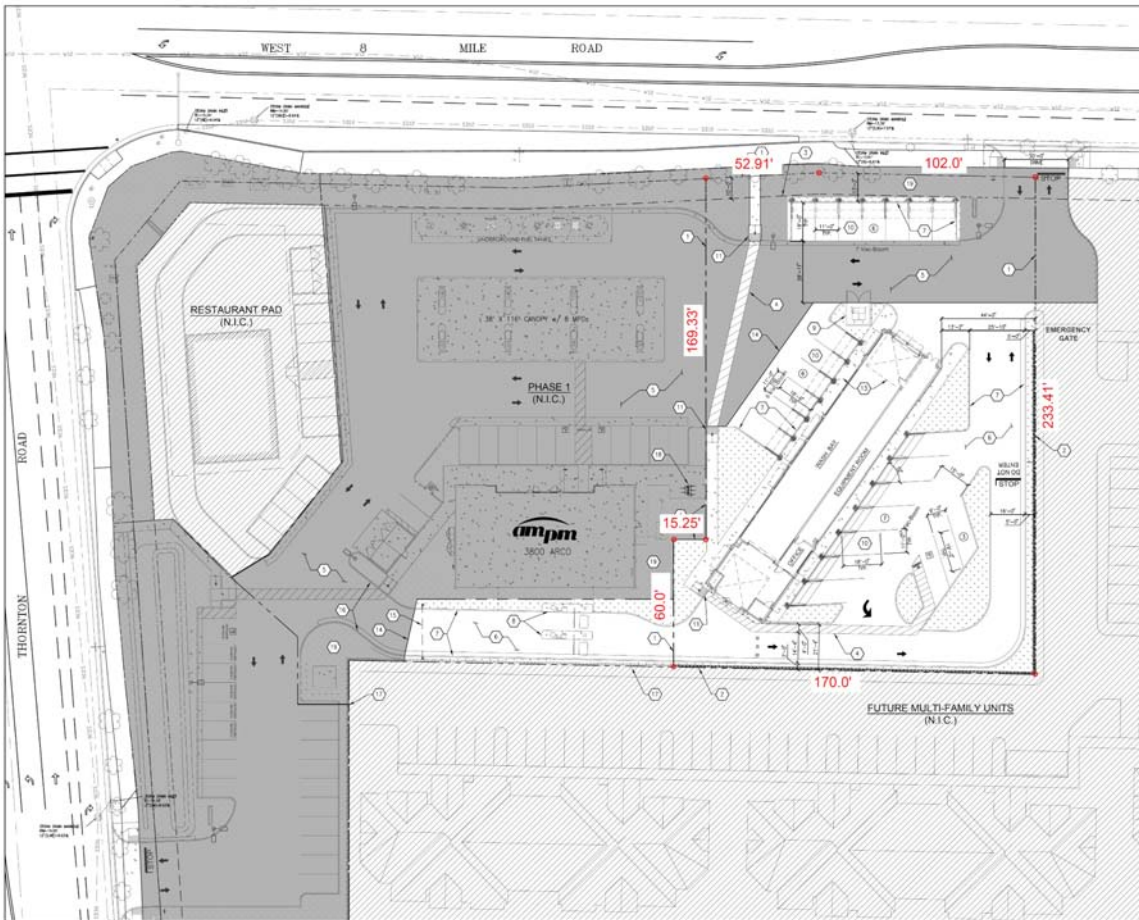
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Simpson, Charlie. BaseCamp Environmental, Inc. March 9, 2019 E-mail message to Wayne Shijo, KD Anderson & Associates.

EXHIBIT 1



PARKING DATA
(CHAPTER 9, TABLE 3-9)

REQUIRED:	
FULL SERVICE CAR WASH (1 SPACE/200 SF)	= 8 SPACES
TOTAL REQUIRED:	= 8 SPACES
PROVIDED:	
STANDARD SPACE (9'x19')	= 2 SPACES
ACCESSIBLE SPACE (9'x19')	= 1 SPACE
VACUUM SPACE (11'x18')	= 19 SPACES
TOTAL PROVIDED:	= 22 SPACES

- KEYED NOTES**
- ① PROPERTY LINE
 - ② NEW # HIGH CRAI SCREEN WALL ALONG PROPERTY LINE
 - ③ LINE OF PUBLIC UTILITY EASEMENT
 - ④ NEW ACCESSIBLE PATH OF TRAVEL STRIPING
 - ⑤ EXISTING ASPHALT CONCRETE PAVEMENT
 - ⑥ NEW ASPHALT CONCRETE PAVEMENT
 - ⑦ NEW CONCRETE CURB TOP
 - ⑧ NEW RAY STATION
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 - ⑱ EXISTING BIKE PARKING
 - ⑲ EXISTING LANDSCAPE

- SITE LEGEND**
- FUEL STATION (N.I.C.)
 - FUTURE RESTAURANT & MULTI-FAMILY UNITS (N.I.C.)
 - NEW CONCRETE AND WALKS
 - NEW LANDSCAPE
 - PARKING STALL COUNT
 - EXISTING SITE LIGHTING

PRELIMINARY NOT FOR CONSTRUCTION

CHARLES MATTIANG ARCHITECT
1400 HARBOR BLVD. SUITE 4
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WWW.CMATTIANG.COM

STOCKTON CA
1400 HARBOR BLVD. SUITE 4
WEST SACRAMENTO, CA 95611
TEL: 916.486.1100
WWW.CMATTIANG.COM

ELITE CARWASH
SEC 8 MILE RD AND THORNTON RD
CSHOA INC.

PROJECT	DATE
10/13/19	05/09/19
DRAWN	CHECKED
BY	BY
WORKS	

SHEET TITLE
SITE PLAN

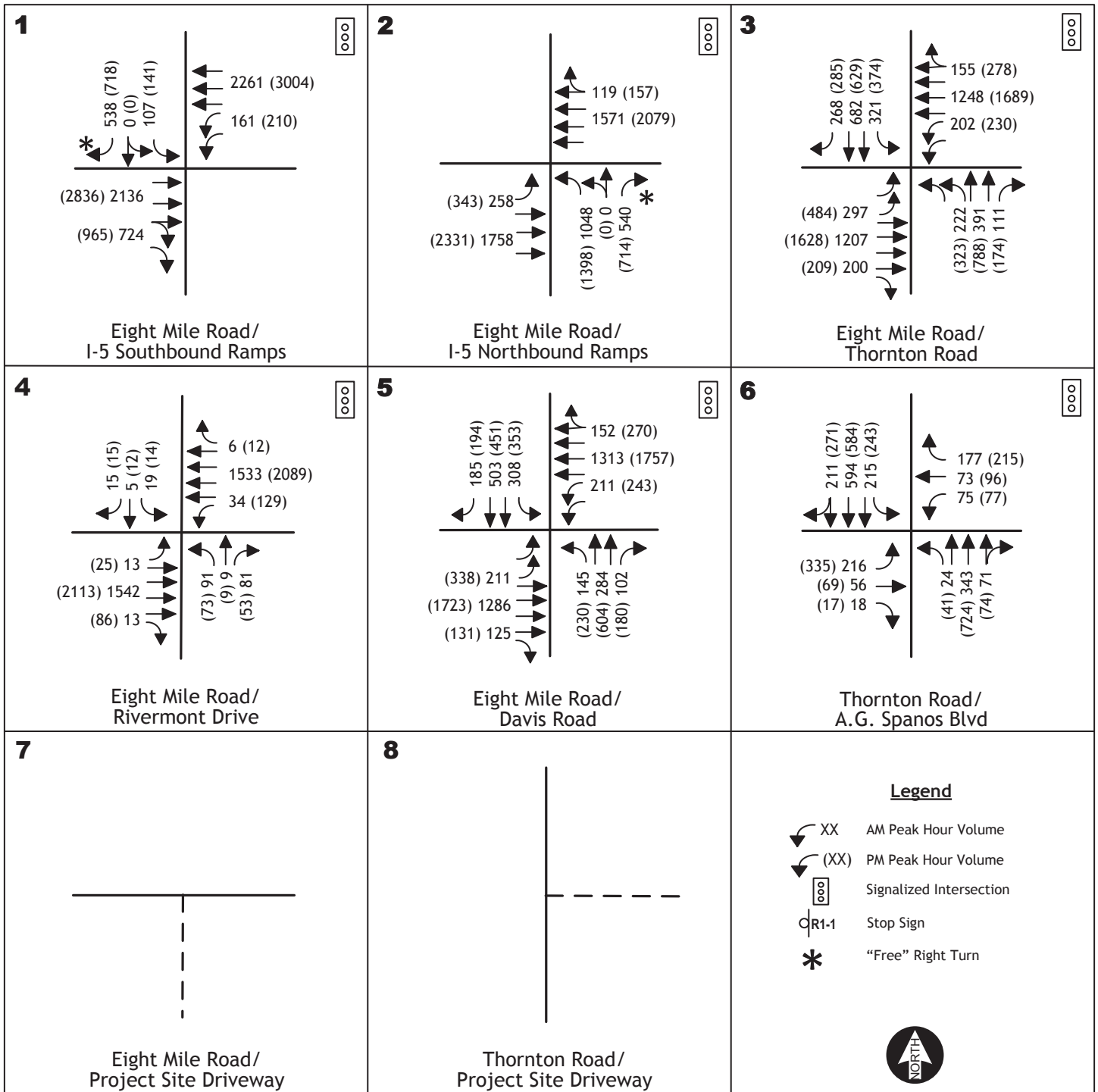
SHEET NO.
A2
ORIGINAL SHEET SIZE
8 1/2" X 11"

KD Anderson & Associates, Inc.
Transportation Engineers
5525-001 LT 3/13/2019

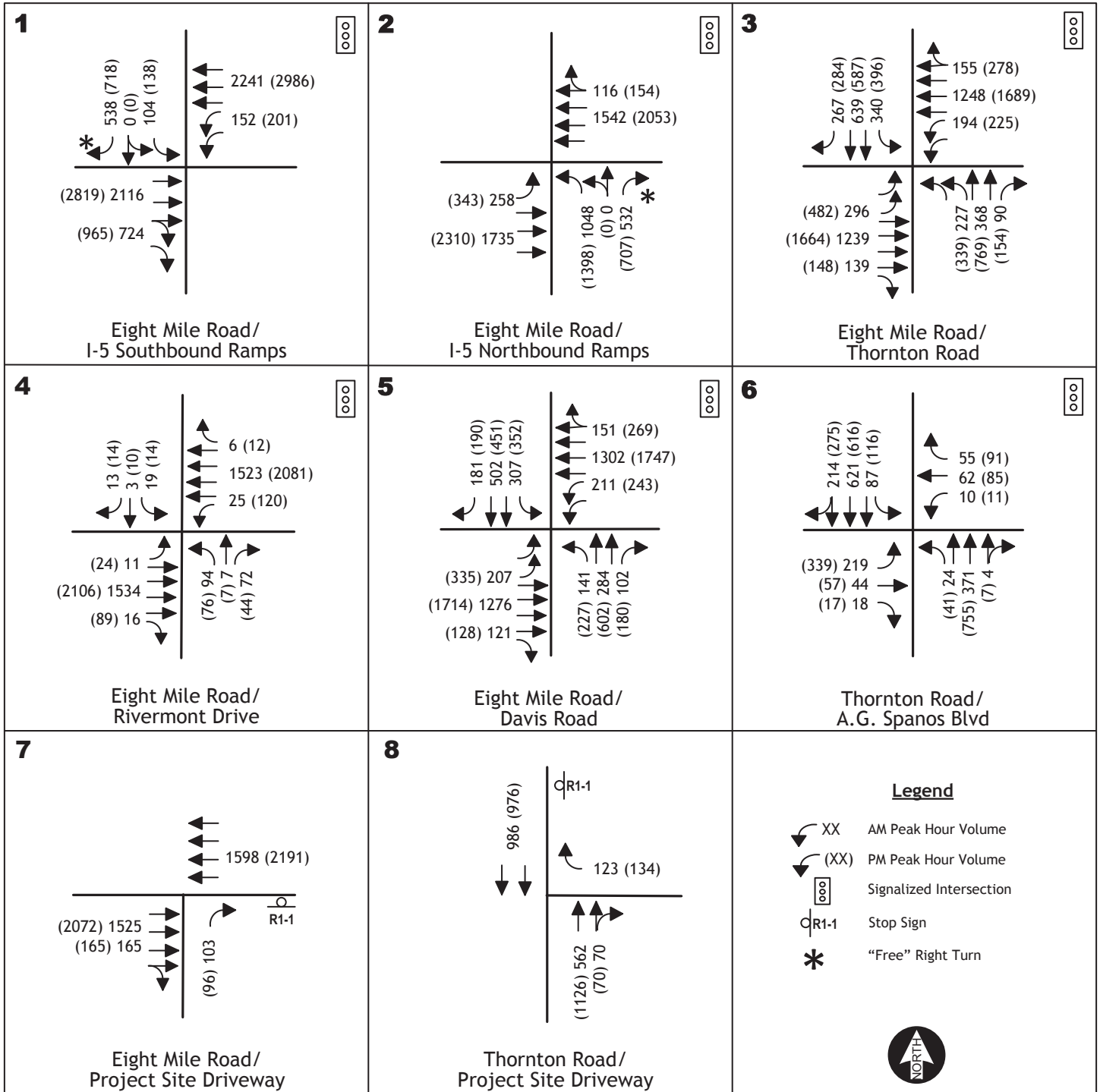
CONVENIENCE CENTER SITE PLAN

Eight Mile Road & Thornton Road Convenience Center

figure 2



**CUMULATIVE PLUS PROJECT
 NO PRECISE ROADWAY PLAN AMENDMENT**
 Intersection Traffic Volumes and Lane Configurations



CUMULATIVE PLUS PROJECT
 PLUS EIGHT MILE ROAD PRECISE ROADWAY PLAN AMENDMENT

Table 1. Level of Service - Cumulative Plus Eight Mile Road & Thornton Road Convenience Center Project Without and With Amendments to the Eight Mile Road Precise Roadway Plan

Intersection	Without Precise Roadway Plan Amendment						With Precise Roadway Plan Amendment					
	Signal Control	Warrant?	AM Peak Hour		PM Peak Hour		Signal Control	Warrant?	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay			LOS	Delay	LOS	Delay
1. Eight Mile Road & I-5 Southbound Ramps	Signalized	--	B	18.2	D	49.4	Signalized	--	B	17.9	D	48.6
2. Eight Mile Road & I-5 Northbound Ramps	Signalized	--	C	23.8	E	64.9	Signalized	--	C	23.5	E	64.0
3. Eight Mile Road & Thornton Road	Signalized	--	C	33.0	D	52.6	Signalized	--	C	33.1	D	54.3
4. Eight Mile Road & Rivermont Drive	Signalized	--	B	10.3	B	10.6	Signalized	--	A	9.8	B	10.5
5. Eight Mile Road & Davis Road	Signalized	--	C	31.8	D	40.3	Signalized	--	C	31.7	D	40.0
6. Thornton Road & A.G. Spanos Blvd.	Signalized	--	C	31.1	D	36.2	Signalized	--	C	25.5	C	30.4
7. Eight Mile Road & Project Site Driveway	--	--	--	--	--	--	Right-in/ Right-out Unsignalized	No	A	0.4	A	0.4
8. Thornton Road & Project Site Driveway	--	--	--	--	--	--	Right-in/ Right-out Unsignalized	No	A	0.9	A	1.1

Notes: LOS = Level of Service. All delay values are in measured in seconds per vehicle.
 Per City of Stockton guidelines, intersection average delay is reported for all intersections, including unsignalized intersections.
 Dashes (- -) indicate entry is not applicable.

Resolution No.

STOCKTON CITY COUNCIL

RESOLUTION APPROVING A GENERAL PLAN AMENDMENT TO MODIFY THE LAND USE MAP FOR A PORTION OF ASSESSOR PARCEL NUMBER 070-670-32 BY CHANGING THE HIGH-DENSITY RESIDENTIAL DESIGNATION TO COMMERCIAL, FOR THE PROPOSED CAR WASH DEVELOPMENT PROJECT, LOCATED AT THE SOUTHEAST CORNER OF EIGHT MILE ROAD AND THORNTON ROAD (P19-0411)

On October 26, 2017, the Planning Commission approved Resolution 2017-10-26-0501 for development of the 'Thornton Road/Eight Mile Road ARCO Station' project, which proposed a commercial development of approximately 2.1 acres on an approximately 10.1-acre site, with the remaining 8.0 acres available for planned high-density residential development. The project included a car wash; and

On January 23, 2018, the City Council approved an amendment to the General Plan Land Use Map from High Density Residential to Commercial, and an amendment to the Zoning Map from RH (Residential, High Density) to CG (Commercial, General) allowing for the commercial center development project (Resolution 2018-01-23-1502 and Ordinance 2018-01-23-1502); and

The applicant now proposes a General Plan Amendment to modify the Land Use Map for a portion of Assessor's Parcel Number 070-670-32 from High-Density Residential to Commercial; and

On May 4, 2020, a public notice for the subject application was published in a local newspaper in accordance with Stockton Municipal Code (SMC) Section 16.88.030; and

On May 14, 2020, the Planning Commission conducted a public hearing on the application, in compliance with SMC Section 16.116.040(D), at which point all persons wishing to be heard were provided such opportunity. Following close of the public hearing the Planning Commission adopted Resolution No. 2020-05-14-0501-02 recommending the City Council approve the General Plan Amendment; and

On July 16, 2020, a public notice for the subject application was published in the local newspaper in accordance with SMC Section 16.88.030; and

On July 28, 2020, the City Council conducted a public hearing on the application, in accordance with SMC Section 16.116.040(D), at which point all persons wishing to be heard were provided such opportunity; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. Pursuant to Municipal Code Section 16.116.050(B)(1), the City Council of the City of Stockton makes the following findings:

- a. The proposed amendment ensures and maintains internal consistency with general land uses, objectives, policies, programs, and actions of all elements of the General Plan on balance and would not create any inconsistencies with this Development Code.

The proposed General Plan Amendment would maintain consistency with other applicable General Plan goals and policies, including:

- Commercial land use designation: This land use designation allows for a wide range of retail, service and commercial recreational uses.
- Goal LU-6: Provide for orderly, well-planned and balanced development.

With the adoption of a companion Zoning Map Amendment, the project would not create any inconsistencies with the Development Code.

- b. The proposed amendment will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the City.

The proposed development would not result in hazard to the public convenience, health, interest, safety, or general welfare for people working or residing in the City. The car wash development will be subject to compliance with City development standards and for provision of all necessary infrastructure. All necessary City services will be provided as part of the project, including for Police and Fire protection services.

- c. The proposed amendment complies with the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines.

A complete CEQA analysis for the development project was performed in completing an Addendum to the original project IS/MND, including updated traffic, noise, and air quality analyses. The project would not result in creation of any new potentially significant environmental impacts compared to the original project, though revisions made to the project resulted in reduction in noise impacts, allowing for elimination of two noise Mitigation Measures.

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2. Based on its review of the entire record herein, including the accompanying staff report, all supporting, referenced, and incorporated documents, and all comments received, the City Council hereby approves a General Plan Amendment to modify the Land Use Map for a portion of Assessor's Parcel Number 070-670-32 from High-Density Residential to Commercial as shown at Exhibit 1, attached and incorporated by this reference.

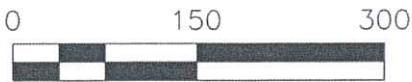
PASSED, APPROVED, and ADOPTED: July 28, 2020.

MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

GENERAL PLAN AMENDMENT EXHIBIT B-1



NORTHWEST CORNER OF SECTION 5,
TOWNSHIP 2 SOUTH, RANGE 6 EAST,
MOUNT DIABLO BASE AND MERIDIAN.

WEST EIGHT MILE ROAD

ROAD

THRONTON

S 88°49'23" E 37.42'

PARCEL 3

PARCEL 2

PARCEL 1

PARCEL 4

PARCEL MAP COS 18-05, RECORDED IN
BOOK 26 OF PARCEL MAPS, AT PAGE 121,
OFFICIAL RECORDS SAN JOAQUIN COUNTY.

N 01°10'37" E 61.99'

S 88°49'23" E
118.13

N 88°49'23" W
156.83

N 00°00'00" W
171.40

S 00°00'00" W 233.40'

88.22'

LOT 270

TRACT 3452 "SILVER SPRINGS", RECORDED IN
BOOK 40 OF MAPS AND PLATS, AT PAGE 39,
OFFICIAL RECORDS SAN JOAQUIN COUNTY.

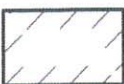
WAY

BREAKER

WAY

MIST

OCEAN



INDICATES PROPOSED GENERAL PLAN AMENDMENT LIMITS,
AREA 0.37 ACRES.

DIXON & ASSOCIATES, INC.
LAND SURVEYING

620 DEWITT, #101
CLOVIS, CALIFORNIA, 93612

PH: (559)297-4200 FAX: (559)297-4272

17-185
EIGHT MILE RD

GENERAL PLAN AMENDMENT EXHIBIT B-2Legal Description

A portion of Parcel 4 of Parcel Map COS 18-05 in the City of Stockton, County of San Joaquin, State of California, according to the map thereof, recorded December 12, 2018 in Book 26 of Parcel Maps at Page 121, San Joaquin County Records, described as follows:

Beginning at the Northeast corner of Parcel 1 of said Parcel Map; thence South $88^{\circ}49'23''$ East, along the North line of said Parcel 4, a distance of 37.42 feet; thence South $00^{\circ}00'00''$ West, a distance of 233.40 feet; thence North $88^{\circ}49'23''$ West, a distance of 156.83 feet to the most Southeasterly corner of said Parcel 2; thence North $01^{\circ}10'37''$ East, along the East line of said Parcel 2, a distance of 61.99 feet; thence South $88^{\circ}49'23''$ East, along the South line of said Parcels 1 and 2, a distance of 118.13 feet to the Southeast corner of said Parcel 1; thence North $00^{\circ}00'00''$ West, a distance of 171.40 feet to the Point of Beginning.

Containing a net area of 0.37 Acres more or less.



ot Report

Mon Mar 18 14:21:04 2019

ot File: F:\2017\17-185 STOCKTON\gpa and rezone\17-185 exhibits.lot
RD File: F:\2017\17-185 STOCKTON\gpa and rezone\17-185 exhibits.crd

ot: PORTION P4 , Block: , Type: LOT

NT#	Bearing	Distance	Northing	Easting
0			11234.86	7258.48
	S 88°49'23" E	37.42		
2			11234.10	7295.89
	S 00°00'00" W	233.40		
4			11000.69	7295.89
	N 88°49'23" W	156.83		
7			11003.91	7139.10
	N 01°10'37" E	61.99		
8			11065.89	7140.37
	S 88°49'23" E	118.13		
9			11063.46	7258.48
	N 00°00'00" W	171.40		
0			11234.86	7258.48

losure Error Distance> 0.0072 Error Bearing> S 63°30'46" E
losure Precision> 1 in 108147.1 Total Distance> 779.17
rea: 16094.7 Sq. Feet, 0.37 Acres

lock Total Area: 16094.7 Sq. Feet, 0.37 Acres



3-18-19

ORDINANCE NO.

AN ORDINANCE APPROVING A REZONE FOR A PORTION OF ASSESSOR PARCEL NUMBER 070-670-32 BY CHANGING THE RESIDENTIAL, HIGH DENSITY ZONING DESIGNATION TO COMMERCIAL, GENERAL FOR THE PROPOSED CAR WASH DEVELOPMENT PROJECT, LOCATED AT THE SOUTHEAST CORNER OF EIGHT MILE ROAD AND THORNTON ROAD (P19-0411)

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

SECTION I. FINDINGS AND INTENT

The City Council of the City of Stockton finds, pursuant to Stockton Municipal Code section 16.116.050(B):

A. Based on its review of the entire record herein, the Planning Commission makes the following recommended findings to City Council, pursuant to Municipal Code section 16.116.050.B.1:

1. The proposed amendment ensures and maintains internal consistency with general land uses, objectives, policies, programs, and actions of all elements of the General Plan on balance and would not create any inconsistencies with this Development Code.

The proposed Zoning Map Amendment would maintain consistency with applicable General Plan goals and policies, including:

- Commercial land use designation: This land use designation allows for a wide range of retail, service, and commercial recreational uses.
- Goal LU-6: Provide for orderly, well-planned, and balanced development.

As the proposed amendment concerns the Zoning Map, no inconsistencies with the Development Code text would result.

2. The proposed amendment will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the City.

The proposed development would not result in hazard to the public convenience, health, interest, safety, or general welfare for people working or residing in the City. The car wash development will be subject to compliance with City development standards and for provision of all necessary infrastructure. All necessary City services will be provided as part of the project, including for Police and Fire protection services.

3. The proposed amendment complies with the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines.

A complete CEQA analysis for the development project was performed in completing an Addendum to the original project IS/MND, including updated traffic, noise and air quality analyses. The project would not result in creation of any new potentially significant environmental impacts compared to the original project, though revisions made to the project resulted in reduction in noise impacts, allowing for elimination of two noise Mitigation Measures.

4. The site would be physically suitable (including access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested zoning designation(s) and anticipated land use developments.

The project site is physically suitable for the proposed development. All necessary on- and off-site roadways, water, wastewater, and storm drainage infrastructure and utilities will be installed by the developer. Development will meet all applicable City standards. There would be no conflict with adjacent land uses due to proper site planning and design.

SECTION II. REZONE CLASSIFICATION

Based on its review of the entire record herein, including the accompanying staff report, all supporting, referenced, and incorporated documents, and all comments received, the City Council hereby approves a Rezone to modify the Land Use Map for a portion of Assessor's Parcel Number 070-670-32 from Residential, High-Density (RH) to Commercial, General (CG), as shown in Exhibit 1, attached and incorporated by this reference.

SECTION III. SEVERABILITY

If any part of this Ordinance is held invalid for any reason, such decision shall not affect the validity of the remaining portion of this Ordinance, and the City Council hereby declares that it would have passes the remainder of this Ordinance, is such invalid portion thereof had been deleted.

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SECTION IV. EFFECTIVE DATE

This Ordinance shall take effect and be in full force thirty (30) days after its passage.

ADOPTED: _____

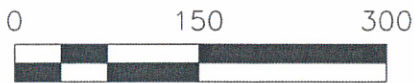
EFFECTIVE: _____

MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:

ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

REZONE EXHIBIT A-1



NORTHWEST CORNER OF SECTION 5,
TOWNSHIP 2 SOUTH, RANGE 6 EAST,
MOUNT DIABLO BASE AND MERIDIAN.

WEST EIGHT MILE ROAD

ROAD

S 88°49'23" E 37.42'

PARCEL 3

PARCEL 2

PARCEL 1

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N 01°10'37" E 61.99'

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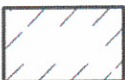
WAY

BREAKER

WAY

MIST

OCEAN



INDICATES PROPOSED REZONE LIMITS, AREA 0.37 ACRES.

DIXON & ASSOCIATES, INC.
LAND SURVEYING

620 DEWITT, #101
CLOVIS, CALIFORNIA, 93612

PH: (559)297-4200 FAX: (559)297-4272

17-185
EIGHT MILE RD

REZONE EXHIBIT A-2Legal Description

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