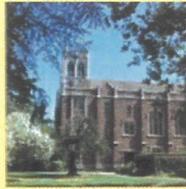


FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

Stockton General Plan 2035



Land Use



Housing

Economic Development

Community Design

Districts and Villages

Transportation and Circulation

Public Facilities and Services

Recreation and Waterways

Health and Safety

Youth and Education

Natural and Cultural Resources



Summary of Findings and Statement of Overriding Considerations Report

The City of Stockton (City), as lead agency, has completed the Final Environmental Impact Report (Final EIR4-05) for its Stockton 2035 General Plan Update and Infrastructure Studies (and Bicycle Master Plan) Project (Project). The information provided in the Findings and Statement of Overriding Considerations Report constitutes the City's best efforts to identify the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of the California Environmental Quality Act (CEQA). In other words, these findings, are not merely informational, but rather constitute a binding set of obligations that come into effect with the City Council's approval of the Project.

Through the adoption of the findings provided in this report, the City Council satisfies its obligation under section 15090 of Title 14, Division 6, Chapter 3 of the California Code of Regulations ("CEQA Guidelines") to certify: (1) that the Final EIR has been completed in compliance with CEQA and the State CEQA Guidelines; (2) that the Final EIR has been presented to the City Council, which has reviewed and considered the information contained therein prior to taking action on the Project; and (3) that the Final EIR reflects the City's independent judgment and analysis.

The Findings and Statement of Overriding Considerations Report is divided into several parts and provides information specific to the following topics:

- Part I. Findings regarding the environmental review process and the contents of the Final EIR.
- Part II. Findings regarding the environmental impacts of the Project and the mitigation measures (General Plan policies, etc.) for those impacts identified in the Final EIR and incorporated into the General Plan.
- Part III. Findings regarding alternatives and the reasons for the rejection of these alternatives.
- Part IV. Statement of Overriding Considerations determining that the benefits of implementing the Project outweigh the significant unavoidable environmental impacts that will result and therefore justify approval of the Project despite such impacts.

Over the course of the public hearings held by the City beginning on August 15, 2007 and concluding on October 17, 2007 to consider the General Plan Update and Final EIR, revisions to the Preferred Land Use Alternative and the Goals and Policies Report were suggested by members of the public and public agencies. Certain of these suggested revisions were originally suggested during preparation of the Draft EIR and have been incorporated into the Preferred Land Use Alternative Project (i.e., City of Lathrop land use change) that was analyzed under the Draft EIR. Several additional changes are proposed for incorporation into the Project. As a result, the Project submitted to the City Council for consideration of approval differs in certain details from the Project (including the Preferred Land Use Alternative) originally analyzed in the Draft EIR. Information provided in the Findings Report identifies the proposed changes to the Goals and Policies Report (see Appendix A of the report); identifies the proposed changes to the Land Use and Circulation Diagram (see Appendix B); and provides supplemental environmental analysis to support the City's Findings related to these changes (see Appendix C of the report).

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CHAPTER 1

Statement of Overriding Considerations

1.1 Introduction and Certification of the Final EIR

The City of Stockton (City), as lead agency, has completed the Final Environmental Impact Report (Final EIR) for its Stockton 2035 General Plan Update (Project). The Final EIR comprises a program-level analysis of the Project and has State Clearinghouse No 2004082066.

A Draft Environmental Impact Report (Draft EIR) was released on December 1, 2006, for review by public agencies, organizations, and members of the public. The Draft EIR assess the potentially significant environmental effects resulting from implementation of the Project, identifies potentially feasible means to mitigate those potentially significant adverse impacts, and evaluates a reasonable range of alternatives to the Project. The Final EIR is comprised of the Draft EIR, written responses to the significant environmental issues raised in those comments, revisions to the text of the Draft EIR reflecting changes made in response to comments and other information, along with other minor changes to the text of the Draft EIR. The Final EIR is hereby incorporated by reference.

Through the adoption of this section (1.1) of these findings, the City of Stockton City Council (City Council or Council) hereby satisfies its obligation under section 15090 of Title 14, Division 6, Chapter 3 of the California Code of Regulations ("CEQA Guidelines") to certify: (1) that the Final EIR has been completed in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines; (2) that the Final EIR has been presented to the Council, which has reviewed and considered the information contained therein prior to taking action on the Project; and (3) that the Final EIR reflects the City's independent judgment and analysis.

1.2 Findings

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See Pub. Resources Code, § 21081, subd. (a); CEQA Guidelines, § 15091, subd. (a).) For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines, § 15091, subd. (a)(1).) The second permissible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (CEQA Guidelines, § 15091, subd. (a)(2).) The third potential conclusion is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines, § 15091, subd. (a)(3).) Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." CEQA Guidelines section 15364 adds another factor: "legal" considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors (Goleta II)* (1990) 52 Cal.3d 553, 565.)

The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.) "[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Id.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.)

The three available findings under Guidelines section 15091 allow an approving agency to be clear when, as to particular significant environmental effects, the agency decision-maker is (i) adopting mitigation measures recommended in an EIR, (ii) identifying measures that lay outside its control, but should be, or have been, adopted by some other agency; or (iii) identifying measures that are infeasible. For projects with EIRs that include numerous mitigation measures that are either infeasible or outside the approving agency's control, findings can be very lengthy, as they must explain, for example, why some measures are rejected as being infeasible. Where, in contrast, the approving agency chooses to adopt each and every mitigation measure recommended in an EIR, there would seem to be little point in repeated invoking, over many dozens of pages, the finding that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." Notably, where the project being approved is an updated general plan, mitigation measures can be "incorporate[d] into the plan [.]" (Pub. Resources Code, § 21081.6, subd. (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).) The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II*, 52 Cal.3d at p. 576.)

These findings constitute the City Council's best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that come into effect with the City Council's approval of the Project.

The City Council is adopting these findings for the entirety of the actions described in these findings and in the Final EIR. Although the findings below identify specific pages within the Draft and Final EIRs in support of various conclusions reached below, the Council has no quarrel with, and thus incorporates by reference and adopts as its own, the reasoning set forth in both environmental documents, and thus relies on that reasoning, even where not specifically mentioned or cited below, in reaching the conclusions set forth below, except where additional evidence is specifically mentioned. This is especially true with respect to the Council's approval of all mitigation measures recommended in the Final EIR, and the reasoning set forth in responses to comments in the Final EIR.

Having received, reviewed, and considered the Final EIR and other information in the record of proceedings, the City Council hereby adopts the following findings in compliance with CEQA and the CEQA Guidelines.

- Part I. Findings regarding the environmental review process and the contents of the Final EIR.
- Part II. Findings regarding the environmental impacts of the Project and the mitigation measures (General Plan policies, etc.) for those impacts identified in the Final EIR and incorporated into the General Plan.
- Part III. Findings regarding alternatives and the reasons that such alternatives are rejected.
- Part IV. Statement of Overriding Considerations determining that the benefits of implementing the Project outweigh the significant unavoidable environmental impacts that will result and therefore justify approval of the Project despite such impacts.

The City Council certifies that these findings are based on its full appraisal and consideration of all viewpoints expressed in written correspondence and testimony regarding the Project, including all comments received up to the date of adoption of these findings, concerning the environmental issues identified and discussed in the Final EIR. The City Council adopts the findings and the statement in Parts I through IV for the approvals that are set forth below.

Part I – Environmental Review Process

Introduction

This section provides a brief introduction to the Project as analyzed in the Draft EIR. Information provided in this section includes a description of the Project, the City's objectives related to the Project, and key milestones in the CEQA process.

Background

The Draft EIR for the Project was submitted to the State Clearinghouse and released for public and agency review on December 1, 2006. The public review and comment period for the draft EIR closed on January 29, 2007. The City of Stockton also held a public meeting on the draft General Plan/EIR documents on January 10, 2007. Additionally, the draft EIR and General Plan were made available for public review at several locations including local libraries, city offices, and on a website.

Following public review of the Draft EIR, the City began preparing the Final EIR. The purpose of the Final EIR was twofold. First, the document provided copies of the comments made on the Draft General Plan and EIR and provided written responses to all significant environmental issues raised in comments on the draft EIR. (See Public Resources Code, Section 21091(d)(2)(B); CEQA Guidelines, Section 15088(c).) Second, the document was designed to function as the Final EIR for the General Plan, and as such has been designed to meet the content requirements of a final program EIR as specified in the California Environmental Quality Act (CEQA). (Public Resources Code, Section 21000 et seq. and the CEQA Guidelines [California Code of Regulations, title 14, Section 15000 et seq.]) (see page 1-1 of the Final EIR for additional information).

The completed Final EIR was made available for public review on July 31, 2007. Concurrent with release of the Final EIR, the City began a series of public hearings with the City of Stockton Planning Commission to review the Final EIR, the General Plan update process to date, and to make recommendations regarding certification of the Final EIR and approval of the Project. As a result of input received during these public hearings (which concluded on October 17, 2007), the City is also considering several land use and policies changes provided by public testimony and recommended by the City Planning Commission. A summary of these changes is provided below.

Changes to the Project

The Draft and Final EIR evaluated as the Project a Preferred Land Use Alternative as well as a range of reasonable alternatives to the Preferred Land Use Alternative that would avoid or substantially lessen several significant impacts identified for the Project as proposed while attaining most of its basic objectives. In the course of the public hearings held by the City beginning on August 15, 2007 and concluding on October 17, 2007 to consider the General Plan Update and Final EIR, revisions to the Preferred Land Use Alternative and the Goals and Policies Report were suggested by members of the public and public agencies. Certain of these suggested revisions were originally suggested during preparation of the Draft EIR and have been incorporated into the Preferred Land Use Alternative Project (i.e., City of Lathrop land use change) that was analyzed under the Draft EIR. Several additional changes are proposed for incorporation into the Project. As a result, the Project submitted to the City Council for consideration of approval differs in certain details from the Project (including the Preferred Land Use Alternative) originally analyzed in the Draft EIR. A summary of the key characteristics of the Project compared to those of the Project originally analyzed in the Draft EIR is provided in Table 1-1.

**TABLE 1-1
SUMMARY OF PROJECT CHARACTERISTICS**

Parameter	Draft EIR	Final EIR	Percent Change
Buildout Population	580,000	No Change	No Change
SOI/USB acreage	84,950	84,160	-0.9%
Net Number of Dwelling Units*	100,000	99,490	-0.5%
Acres of Village Area	17,500	16,710	-4.5%
Acres of Agricultural Land	39,380	39,530	+0.4%
Acres of Residential Land	31,850	32,510	+2.1%
Acres of Industrial Land	17,070	17,010	-0.4%
Acres of Parks and Recreation	1,800	1,820	+1.0%
Acres of Open Space/Agriculture	39,380	39,530	+0.4%
Acres of Important Farmlands Converted to Development	32,520	32,370	-0.5%
Total Vehicle Trips	2,856,000	No Change	No Change
Average Travel Speed (mph)	42	No Change	No Change
Average Trip Length (miles)	13	No Change	No Change

* The City's commitment under current policies and the proposed General Plan Update to maximizing infill opportunities for areas within the existing City limits could result in additional residential construction in those areas, thus avoiding any net change from the total new housing units projected for the Project as originally analyzed in the Draft EIR.

Appendix A provides a list of all the proposed revisions to the General Plan Goals and Policies Report and identifies which new policies and revisions the City Planning Commission has recommended for adoption as part of the Project. As shown in Appendix A, most revisions are generally of an administrative nature such as correcting typographical errors, making minor adjustments to the data, and adding or changing certain phrases to improve readability or clarify information presented in a policy. The appendix also identifies several new policies

recommended for inclusion as part of the Project. These policies address a range of issues, including the City’s role in complying with the San Joaquin County Multi Species Habitat Conservation and Open Space Plan, incorporating regulatory guidance from the San Joaquin Valley Air Pollution Control District, addressing low impact development, and considering adoption of address a variety of energy conservation measures (i.e., solar power, green building technologies, etc.) designed to help address global warming issues. The City Council finds that these changes are of a minor, non-substantive nature and do not require recirculation of the EIR.

The revisions suggested to the Preferred Land Use Alternative are mainly of two types: changes in proposed land use designations and modifications to the planning area boundary to include and exclude particular properties. All the requested changes and staff recommendations for each are identified in Appendix B, “Requested 2035 Land Use Diagram Changes”. Those revisions to the land use diagram recommended for adoption by the City Council are summarized in Table 1-2.

**TABLE 1-2
SUMMARY OF REVISIONS**

Proponent	Description	Land Use Change
#4 – Doug Murray	Change from Residential/Commercial to Industrial.	14.4 acres
#5 – Ridge Crest Homes	Change from Agricultural to Low Density Residential.	640 acres
#7, 8, and 15 – Various	Change from Industrial to Residential Estate. Map change that accounts for an existing use rather than a proposed new use.	60 acres
#10 – City of Lathrop	Removal of General Plan area west of I-5 from Roth Road to north of Bowman Road.	No Change to Project
#11 – S&M Ranchhod Family Trust	Change from Residential to Commercial	3 acres
#13 – Michael & Connie Simmons	Change from Residential to Administrative Professional	10,900 sq. ft.
#14 – City of Stockton Redevelopment Department	Change from Administrative Professional and High Density Residential to Commercial	No Change to Project
#16 – Alpine Meats	Retain existing 370 acres as originally proposed under 2035 General Plan	No Change to Project
#21 – Morada/Waterloo/Linden Area	Remove SOI & Village I	-790 acres
#23 – City of Stockton Redevelopment Department	Identify “river walk” area along the south side of the Stockton Deep Water Channel as Parks and Recreation	No Change to Project

A final recommended change involves re-lettering the village areas identified on the land use map as a result of the City Planning Commission’s direction to remove Village I from the Preferred Land Use Alternative. To facilitate review and avoid the confusion of adopting a land use map with non-consecutive village lettering, the Preferred Land Use Alternative has been re-lettered to reflect the removal of Village I. Table 1-3 identifies the original village areas included in the land use map analyzed in the Draft EIR and identifies the re-lettered village areas associated with the removal of Village I.

**TABLE 1-3
REVISION TO VILLAGE AREAS ASSOCIATED WITH THE REMOVAL OF VILLAGE I**

Village Areas Identified in the Draft EIR	Village Areas Identified in the Final EIR
Village A	Village A
Village B	Village B
Village C	Village C
Village D	Village D
Village E	Village E
Village F	Village F
Village G	Village G
Village H	Village H
Village I	Removed
Village J	Village I
Village K	Village J
Village L	Village K
Village M	Village L
Village N	Village M

The revisions incorporated into the Preferred Land Use Alternative as a result of input from the City’s public hearings on the General Plan Update and Final EIR require minor changes in the description of the Project but do not constitute significant new information for CEQA purposes and therefore do not require substantive revisions to the Final EIR before the City considers certification of the EIR and approval of the Project. None of the changes to the Project description would result in a new significant impact, either from the Project or from a new mitigation measure that has not been previously disclosed in the EIR or in a substantial increase in the severity of any impact already disclosed in the EIR. The changes do not constitute a feasible project alternative or mitigation measure considerably different from those previously analyzed that would clearly lessen the environmental impacts of the Project but which the project’s proponents decline to adopt. (See Memorandum from Ray Weiss, Environmental Science Associates, to David Stagnaro and Jim Moose, October 24, 2007, re “Supplemental Environmental Analysis to Support Findings” [“Weiss Memorandum” Appendix C of this report].)

Specifically, the Draft EIR includes an analysis of the potential impacts, including traffic and related air quality and noise effects, of developing residential uses on the 640-acre area south of Main Street that would be added to the project area. The removal of the area west of I-5 from the planning area by agreement with the City of Lathrop would not introduce new significant impacts or increase the magnitude of any impacts previously identified. This area was actually treated as part of the Preferred Alternative for purposes of all impact analyses. (See, e.g., Draft EIR, p. 2-15 [Figure 2-3, showing that, at the time of Draft EIR release, the Preferred Alternative already assumed the final location of City’s sphere of influence (SOI) and urban services boundary (USB) with respect to the Lathrop general planning area]; see also Weiss Memorandum, p. 2. – Appendix C of this report).

Project Description

The Project, as described below, reflects the various changes identified above (as part of the Preferred Land Use Alternative) and is intended to address additional changes in the City since preparation of the existing 1990 General Plan as amended. Consequently, the Project, which establishes a planning framework and policies for a 30-year planning period, will replace the current General Plan.

Planning Boundaries

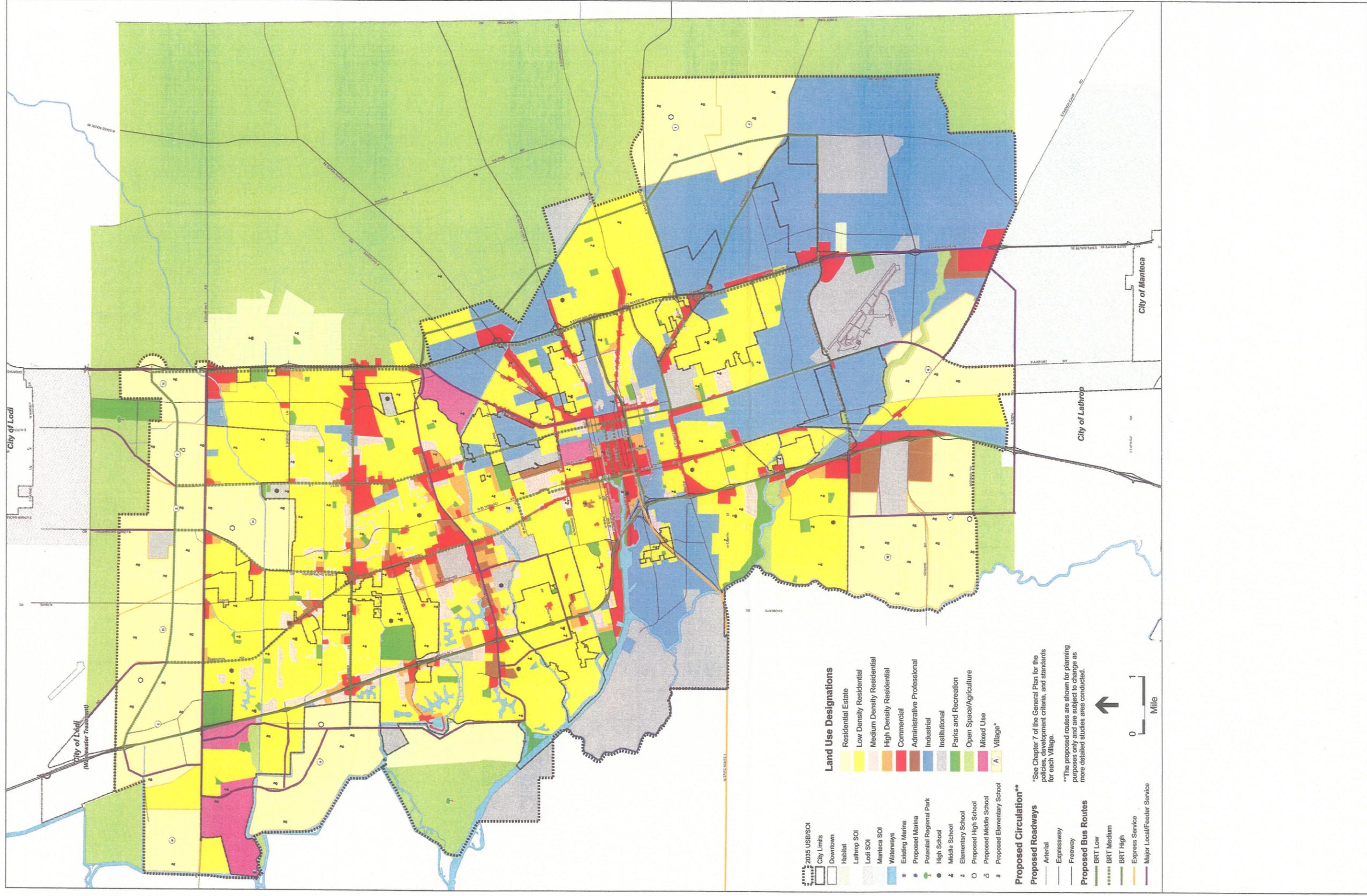
According to state law, a city must consider a planning area that consists of land within the city and “any land outside its boundaries which, in the planning agency’s judgment, bears relation to its planning.” As envisioned in connection with the Project, the project’s planning area encompasses all of the land inside the City Limits, the existing Sphere of Influence area, and additional unincorporated land areas that are part of the proposed expansion of the City’s Sphere of Influence. These planning boundaries extend to Armstrong Road and Live Oak Road on the north; portions of State Route 99, and the Stockton Diverting Canal, to the east; and Bowman and Roth Roads on the south (see Figure 1-1 below). The western boundary is formed by several features, including a portion of the San Joaquin River, State Route 4, Burns Cutoff and Bishop Cut (see Figure 1-1).

Buildout under the Draft General Plan

Full development under the project is referred to as “buildout”. This section describes the implications of General Plan buildout in terms of future population and housing units proposed for the City. Under the Project, adequate land is provided by this General Plan to accommodate anticipated housing and employment needs through 2035.

Table 1-4 below provides a list of the designated land uses as revised and included in the Project along with an estimate of acreage attributed to each land use category. As shown in the table, non “Village” residential land use accounts for the majority of acreage, with approximately 32,510 acres. Low density residential accounts for the primary residential use (26,860 acres). Commercial land uses account for 4,780 acres and Industrial land uses account for 17,010 acres. Although, it is assumed that only an estimated 8,330 acres or 49% of the total land designated as Industrial within the SOI is developed by 2035.

The Project would also include an estimated 1,910 acres of open space/agricultural land. An additional 39,530 acres of open space/agricultural land would be located in the City’s planning area (see Table 1-4). Urban infill development would account for an estimated 100% of the total development proposed under the Project.



**TABLE 1-4
DESIGNATED LAND USES PROPOSED UNDER THE PROJECT FOR BOTH THE
PLANNING AREA AND THE USB/SOI.**

Designated Land Use	Planning Area Acreage*	USB/SOI Acreage (percent of total)*
Residential Estate	2,520 acres	1,000 acres (1%)
Low Density Residential	26,860 acres	26,760 acres (32%)
Medium Density Residential	1,980 acres	1,980 acres (2%)
High Density Residential	1,150 acres	1,150 acres (1%)
Village	16,700 acres	16,700 acres (20%)
Administrative Professional	1,030 acres	1,030 acres (1%)
Commercial	4,780 acres	4,760 acres (6%)
Mixed Use	1,420 acres	1,420 acres (2%)
Industrial	17,010 acres	17,010 acres (22%)
Institutional	7,160 acres	7,160 acres (9%)
Parks and Recreation	1,820 acres	1,540 acres (2%)
Open Space/Agriculture	39,530 acres	1,910 acres (2%)
Total:	121,960 acres	82,420 acres (100%)

*Acreage totals are rounded. Does not include waterways, rights-of-ways, or other non designated areas that can't be developed

The Project (including its assumptions related to building densities) defines new development areas as a series of interconnected villages, which will predominately be comprised of a mix of residential, commercial, and open space uses. The individual designs of the villages are intended to embody many features that encourage transit and pedestrian use. These village areas would account for an estimated 16,700 acres.

In addition to the updated General Plan, including an updated transportation circulation diagram, the larger "Project" being approved includes a bicycle master plan. Utility master plans addressing water, wastewater, and drainage issues were also completed and used in preparation of the General Plan and Draft EIR.

Project Objectives

The General Plan was designed to meet several key objectives that, based on input by key stakeholders and City staff, were identified and considered by the General Plan Action Team (GPAT), Planning Commission, the City Council, and, to a lesser degree, the City's staff and environmental consultants based on input and direction received from the GPAT, Planning Commission, and the City Council. Using these objectives, four key General Plan themes (i.e., Community Development, Districts and Villages, Interconnected Infrastructure, and Community Services/Resources) were identified, which set the foundation for the goals, policies, and implementation measures that comprise the various elements of the update General Plan. A summary of these key objectives (by General Plan theme) is provided below in Table 1-5 (originally provided on pages 2-7 and 2-8 of the Draft EIR).

**TABLE 1-5
SUMMARY OF THE GENERAL PLAN OBJECTIVES**

Community Development

- Manage foreseeable population and job growth by identifying 2035 City boundaries calculated to reflect realistic market conditions and growth assumptions, with the objective that, to the extent feasible, new development will proceed in an orderly fashion within City boundaries rather than in the unincorporated area, and be subject to land use principles and concepts intended to discourage development in areas with sensitive resources, critical habitats, and important scenic resources.
- Discourage "leapfrog" expansion over "problem areas".
- Encourage infill development and orderly expansion of the city.
- Focus industrial uses and similar types of compatible land uses around the Stockton Airport.
- All future development will be designed to support transit and pedestrian modes of travel.
- Utilize a system of villages as the framework for planning and expanding the city.
- Design public places as the focus for social and economic centers for the community.
- Provide for the orderly development of the City with a 2035 planning horizon and to accommodate a target population of 580,000.
- Maximize infill development within the existing portions of the City.
- Provide new and expanded employment opportunities that focus on manufacturing, office development, transportation and wholesale distribution activities.

District and Villages

- Connect each district and village to the city's overall circulation and open space systems to contribute to the design of the entire city.
- Create a mix of housing and supporting uses in every district and village.
- Provide a scale and pattern that is conducive to walking and using transit.
- Connect districts and villages and their neighborhoods through future parkways and civic corridors.
- Provide commercial and institutional services that support the local population.
- Maintain a cohesive City development pattern that focuses new urban development in a "Village" pattern, while encouraging existing neighborhood revitalization and infill development.
- Make new parks and open space an integral part of new development using Quimby Act maximum park standards for new development and through the establishment of open space buffers along both the northern and eastern boundaries of the City.

Interconnected Infrastructure

- Support a mixed-mode community through multi modal corridors and transit options in infill development in districts and new development in villages.
- Provide multi-modal loop roads connecting the districts and villages to Central Stockton and to each other.
- Connect villages by multi-modal loop roads that are not intended to be freeways, but landscaped boulevards.
- Provide incremental expansion through a single regional sewage facility and have a clear development nexus for financing.
- Secure a reliable water supply coupled with an urban conservation program to maximize the use of reclaimed water.
- Provide "best practice" engineering solutions at a village- and project-level for drainage designs that protect water quality.

**TABLE 1-5
SUMMARY OF THE GENERAL PLAN OBJECTIVES**

-
- Provide open space through parks connected via streets and waterways, with waterways intended to be an integral part of the open space system.
 - Improve the existing City circulation system by expanding existing north-south and east-west arterials and regional roadways (i.e., Interstate 5, etc.), as feasible.

Community Services/Resources

- Locate site-sensitive land uses (e.g., residential) to avoid major noise generators, such as railroads, roadways, the Stockton Municipal Airport, and industrialized portions of the city.
 - Improve air quality through readily available transit services to serve the existing community and developing areas.
 - Expand police and fire services to cover all areas of the community with an equal level of service.
 - Continue to assess the recreational, educational, health care, and day care needs of Stockton's youth and provide the programs necessary to fulfill those needs.
 - Ensure that development occurs in a manner in which impacts to natural and cultural resources are avoided or minimized through proper site planning and design techniques.
-

Record of Proceedings

The record of proceedings for the City's decision on the Project consists of the following documents, at a minimum:

- Both Notices of Preparation (NOP) prepared in August 2004 and May 2005 along with all other public notices issued by the City in conjunction with the Project;
- The Draft Environmental Impact Report for the City of Stockton 2035 General Plan Update and Technical Appendices (December 2006);
- All comments submitted by agencies or members of the public during the 45-day comment period on the Draft EIR;
- The Final Environmental Impact Report for the City of Stockton 2035 General Plan Update, including comments received on the Draft EIR, responses to those comments, and technical appendices (August 2007);
- The San Joaquin Council of Governments 2004 Regional Transportation Plan and EIR;
- The San Joaquin Council of Governments 2001 San Joaquin County Multi Species Habitat Conservation and Open Space Plan;
- 2006 Agricultural Mitigation Fee Nexus Study, Prepared for the City of Stockton;
- Stockton Delta Water Supply Project 2005 Draft and Final Program Environmental Impact Reports, Prepared for the City of Stockton;

- Water rights permit from the State Water Resources Control Board for Phase 1 of Delta Water Supply Project, dated March 8, 2006;
- National Marine Fisheries Services Biological Opinion for Delta Water Supply Project, dated November 29, 2006;
- US Fish and Wildlife Service Biological Opinion for Delta Water Supply Project dated June 27, 2007;
- 2006 Water Supply Evaluation for the General Plan Update Preferred Alternative, Prepared for the City of Stockton and California Water Service Company;
- Memorandum from Ray Weiss, Environmental Science Associates, to David Stagnaro and Jim Moose, October 24, 2007, re “Supplemental Environmental Analysis to Support Findings”;
- All findings and resolutions adopted by the City Council in connection with the Project, and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Project;
- All documents submitted to the City (including the Planning Commission and City Council) by other public agencies or members of the public in connection with the Project, up through the close of the public testimony portion of the City Council’s public hearings on the Project;
- The July 1992 San Joaquin County General Plan;
- Any minutes of all information sessions, public meetings, and public hearings held by the City in connection with the Project;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings and public hearings;
- Matters of common knowledge to the County, including, but not limited to Federal, State, and local laws and regulations; and
- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The official custodian of the record is:

City of Stockton
Community Development Department, Planning Division
345 N. El Dorado Street
Stockton, CA 95202-1997

The City Council has relied on all of the documents listed above in reaching its decision on the Project, even if not every document was formally presented to the Council or City staff as part of the City files generated in connection with the Project. Without exception, any documents set forth above not found in the Project files fall into one of two categories. Many of them reflect prior planning or legislative decisions with which the City Council was aware in approving the Project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents influenced the expert advice provided to City staff or consultants, who then provided advice to the City Council. For that reason, such documents form part of the underlying factual basis for the Council's decisions relating to the adoption of the Project. (See Pub. Resources Code, § 21167.6, subd. (e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

Absence of Significant New Information

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification of the Final EIR. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. The CEQA Guidelines provide the following examples of significant new information under this standard:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation are adopted that reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043).

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The City Council recognizes that the Final EIR incorporates information obtained by the City since the Draft EIR was completed, and contains additions, clarifications, modifications, and other changes. With respect to this information, the City Council finds as follows:

Other Changes

Various minor changes and edits have been made to the text, tables, and figures of the Draft EIR, as set forth in Chapter 4.0 “Modifications to the Draft EIR”. These changes are generally of an administrative nature such as correcting typographical errors, making minor adjustments to the data, and adding or changing certain phrases to improve readability. The City Council finds that these changes are of a minor, non-substantive nature and do not require recirculation of the EIR.

With respect to the more substantial changes described previously under the heading “Changes to the Project,” the City Council is persuaded by, and here by incorporates by reference and adopts the reasoning of, the October 24, 2007, Memorandum from environmental consultant Ray Weiss of Environmental Science Associates, to City Planner David Stagnaro and outside legal counsel Jim Moose re “Supplemental Environmental Analysis to Support Findings.” (See Appendix C of this report) That document analyses whether these more substantial changes trigger any of the grounds for recirculating some or all of the Draft EIR and concludes that no such recirculation is necessary. The City Council calls attention to the following conclusions of that document, with which it agrees and which it hereby adopts as its own:

Implementation of revisions #5 [640 acre change from Agricultural to Low Density Residential] and #21 [removal of 790 acre Village 1 and adjustment of SOI/USB] would result in an increase of 2,770 residential units near the center of the eastern boundary of the City’s SOI/USB and a decrease of 3,280 residential units near the northeastern corner of the SOI/USB, for an estimated net loss of 510 housing units. Although the overall change in residential units could result in decreased housing opportunities for the City’s future target population of 580,000 people, the loss of 510 housing units is 0.5% of the total of 100,000 new residential units included in the General Plan Update. This relatively small change, if it were to occur, would not be expected to increase growth pressure in areas surrounding the City’s SOI/USB. Moreover, it is not certain that the revisions under review would result in even the minor decrease in housing units noted (510 units). The City’ commitment under current policies and the proposed General Plan Update to maximizing infill opportunities for areas within the existing City limits could result in additional residential construction in those areas, thus avoiding any net change from the total new housing unit projection for the Project.

Aesthetics

Implementation of revision #5 would result in the conversion of approximately 640 acres of existing open space land to a developed use. Although this revision represents a continuation of proposed land use patterns, the development of low density residential uses within this area would affect the existing visual character of the area by converting open space to developed uses. Implementation of revision #21 would preserve existing open space in the area originally proposed for Village I. Therefore, effects of on existing views in the northeastern portion

of the SOI/USB (i.e., along a portion of State Route 99 and near the Community of Morada) originally anticipated to result from construction of Village I would be avoided. The remaining revisions identified in Table 1 [of the Weiss Memorandum – see Appendix C of this report] consist of smaller land use changes within the City’s SOI/USB and would not result in a noticeable change to existing aesthetic conditions. Overall, the revisions identified in Table 1 would result in the conversion of slightly less open space area than anticipated under the Project analyzed in the Draft EIR. Because these changes are considered minor and would only redistribute growth within two areas of the City’s SOI/USB, aesthetic (including light and glare) impacts remain significant and unavoidable as stated in the Draft EIR for the Project.

Agricultural Resources

Implementation of revision #5 would result in the conversion to developed uses of approximately 640 acres of land designated as Prime Farmland by the California Department of Conservation. However, implementation of revision #21 would avoid conversion of 790 acres of land designated as Prime and Farmland of Statewide Importance previously proposed as part of the Project. The remaining revisions identified in Table 1 consist of smaller land use changes within the City’s SOI/USB for developed areas that would not result in the additional conversion of agricultural lands (including Important Farmlands) or result in a conflict with an existing Williamson Act Contract. Overall, the revisions identified in Table 1 would result in the conversion of approximately 150 fewer acres of land designated as an Important Farmland as compared to the Project analyzed in the Draft EIR. Because these changes are considered minor, agricultural impacts remain significant and unavoidable as stated in the Draft EIR for the Project.

Air Quality

Implementation of revision #5 would result in the development of residential land uses on an additional 640 acres of land within the City’s SOI/USB. However, implementation of revision #21 would eliminate development of approximately 790 acres of land previously proposed as part of the Project. The remaining revisions identified in Table 1 consist of land use changes (i.e., residential to commercial, etc.) within the City’s SOI/USB for several smaller developed areas and are not expected to result in substantially greater levels of either mobile or stationary sources of air pollutant emissions, toxic air contaminants, or odors. Overall, the revisions identified in Table 1 would result in development within a smaller SOI/USB, with slightly fewer mobile and stationary sources of air pollutant emissions and air quality impacts. Because these changes are considered minor, air quality impacts remain significant and unavoidable as stated in the Draft EIR for the Project.

Biological Resources

Implementation of revision #5 would result in the conversion of approximately 640 acres of land designated as “Multipurpose” lands to low density residential uses. “Multipurpose” lands are lands classified as orchards or vineyards under the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Implementation of revision #21 would eliminate from the Project conversion of 790 acres of land designated as “Multipurpose” and “Agriculture Land” under the SJMSCP. The remaining revisions identified in Table 1 consist of land use changes within the City’s SOI/USB that would not entail conversion of existing open space areas to developed uses. Overall, the revisions identified in Table 1 would decrease the amount of agricultural land (as designated under the SJMSCP) converted to developed uses by approximately 150 acres. Because these changes are considered minor, biological resource impacts remain significant and unavoidable as stated in the Draft EIR for the Project. However, it should be noted that, the conversion of fewer acres of agricultural land could provide some reduction in the severity of impacts to special status species.

Cultural Resources

Revisions #5 and #21 would result in a reduction of about 150 acres in the area of existing open space converted to developed uses as compared to the Project analyzed in the Draft EIR. The conversion of slightly less open space land would result in potentially fewer impacts to cultural resources (i.e., archaeological, paleontological, or other previously undiscovered cultural resources). The remaining revisions identified in Table 1 consist of minor land use changes (i.e., residential to commercial, etc.) within the City’s SOI/USB that are not expected to result in substantially greater impacts to cultural resources. Because these changes are considered minor, cultural resource (related to historic resources as defined in Section 15064.5) impacts remain significant and unavoidable as stated in the Draft EIR for the Project. However, it should be noted that, the conversion of fewer acres of open space land could result in fewer potential impacts to local cultural resources.

Geology and Soils

The revisions identified in Table 1 would result in development similar in scale and type in the planning area to that originally anticipated under the Project analyzed in the Draft EIR. Current State and federal regulations require specific engineering and design criteria to minimize impacts related geologic, soils, and seismic hazards, which would also apply to local geologic/soil conditions associated with the land use changes described in Table 1. Overall, the revisions to the Project identified in Table 1 would result in similar impacts that are considered less-than-significant (with the incorporation of general plan policies and implementation measures from the Project) as stated in the Draft EIR for the Project.

Hazards and Hazardous Materials

Hazardous materials generation, storage, and clean-up are regulated by federal, State, and local regulations that would apply to local site conditions associated with the land use changes described in Table 1. Overall, the revisions identified in Table 1 would result in similar impacts that are considered less-than-significant (with the incorporation of general plan policies and implementation measures from the Project) as stated in the Draft EIR for the Project. Implementation of the land use changes in Table 1 would not affect existing land uses near the airport or result in additional land use changes that would physically interfere with an adopted emergency response plan or evacuation plan. Overall, these impacts associated with airport related hazards or the potential interference with an adopted emergency response plan are similar and remain significant and unavoidable as stated in the Draft EIR for the Project.

Hydrology and Water Quality

Overall, the revisions identified in Table 1 would convert about 150 fewer acres of existing open space land to developed or urban uses. Similar to other development in the City, the creation of impervious surfaces associated with urbanization would increase the amount of runoff, which could affect water quality. An increase in impervious surfaces could also reduce groundwater recharge potential. The decrease in the total area of land converted from open space to developed uses per the revisions identified in Table 1 would slightly reduce the total area of new impervious surfaces constructed under the project. Overall, the revisions identified in Table 1 would result in similar groundwater, water quality, and drainage impacts that are considered less-than-significant (with the incorporation of general plan policies and implementation measures from the Project) as stated in the Draft EIR for the Project.

Land Use and Planning

As noted in the Draft EIR, the area affected by revision #5 is surrounded by Low Density Residential uses to the north and west and Industrial uses to the south. Revision #5 thus represents a continuation of proposed adjacent land use patterns and is not expected to result in a new or greater land use compatibility impact or one that would divide the physical arrangement of an existing community. Implementation of revision #21 would not eliminate the change in land use originally proposed and considered in the draft EIR. Maintaining the former Village I site in open space use would be compatible with existing uses to the east and north. The remaining revisions identified in Table 1 consist of land use changes within the City's SOI/USB that are minor in extent (approximately 80 acres) and type and do not introduce new land use compatibility issues or have the potential to physically divide an existing community. No change in the analysis of land use impacts provided in the Draft EIR is required to address the effects of these changes.

Mineral Resources

The revisions identified in Table 1 would result in levels and types of development similar to those originally anticipated under the Project analyzed in the Draft EIR. Overall, the revisions identified in Table 1 would result in similar mineral resource impacts that are considered less-than-significant (with the incorporation of general plan policies and implementation measures from the Project) as stated in the Draft EIR for the Project.

Noise

The revisions identified in Table 1 would result in development that is similar in type and scale to that evaluated in the Draft EIR but within a slightly smaller SOI/USB. Overall, the revisions identified in Table 1 would result in development within a smaller SOI/USB, with slightly fewer mobile and stationary noise generators. Because these changes are considered minor, noise impacts remain significant and unavoidable as stated in the Draft EIR for the Project.

Public Services (including Recreation) and Utilities

As stated above, a reduced SOI/USB (by approximately 150 acres) resulting from the revisions in Table 1 is not anticipated to change the projected population at Project buildout. Overall, citywide development under the Project as revised would continue to require the expansion of a variety of local services (including police, fire, water supply, parks, etc.) in addition to those provided by several local school districts. A reduced SOI/USB would likely result in the need for reduced new service within the northeastern portion of the County; however, the reduced levels of development are considered relatively small (approximately 150 acres) and are not likely to eliminate the need for a variety of new infrastructure improvements (i.e., water lines, wastewater treatment capacity, etc.) planned under the Project. Overall, the revisions identified in Table 1 would result in similar impacts that are considered less-than-significant (with the incorporation of general plan policies and implementation measures from the Project) as stated in the Draft EIR for the Project.

Transportation/Traffic

Implementation of revision #5 would result in an increase of 2,770 residential units near the center of the eastern boundary of the City's SOI/USB, adjacent to the proposed eastern expressway (also known as New Road G) and bordered by East Main Street and Farmington Road (SR 4). This land use change would add traffic primarily to these adjacent roadways. Each of these roads has adequate capacity to serve the additional demand from land use revision #5. For instance, under the Project evaluated in the Draft EIR, New Road G was estimated to operate at Level of Service (LOS) A, Main Street at LOS B, and Farmington

Road at LOS C. The addition of the residential development envisioned as part of revision #5 would increase traffic volumes on these roads between 3,000 and 7,000 vehicles per day; the roads can accommodate the additional traffic generated by revision #5 and remain within the City's LOS D threshold.

Implementation of revision #21 (removal of Village I) would result in a decrease of 3,280 residential units and almost 300,000 square feet of proposed institutional and neighborhood commercial designated land near the northeastern corner of the SOI/USB. This land use change would reduce traffic primarily on SR 99 near the Village I site and on the roadway connectors to Village I such as Hammer Lane, March Lane, and Wilson Way. Removal of the traffic associated with Village I would reduce the overall demand on these facilities, but would not eliminate the need for improvements. For instance, under the Project evaluated in the Draft EIR, the segments of Hammer Lane, March Lane and Wilson Way just west of SR 99 were all estimated to operate at LOS D. The removal of Village I would reduce traffic volumes on those roads by approximately 2,000 to 3,000 vehicles per day, which at the most might improve their operations to LOS C. The overall level of infrastructure improvements identified for the Project (originally evaluated in the Draft EIR) would still be required.

Taken as a whole, the overall effect of all the land use revisions (shown in Table 1) on the City's transportation system would be quite small. Table 3 shows the city-wide effects of the recommended changes as compared to the Project as it was originally evaluated in the Draft EIR. The effects of the changes are very small, consistent with the limited scope of the land use modifications. In most cases, the overall level of transportation system usage would be slightly reduced as compared to the 2035 proposed General Plan. Because these changes are considered minor, traffic and transportation impacts remain significant and unavoidable as stated in the Draft EIR for the Project.

Differences of Opinion Regarding the Impacts of the Project

In making its determination to certify the Final EIR and to approve the Project, the City Council recognizes that the Project implicates a number of controversial environmental issues and that a range of technical and scientific opinion exists with respect to those issues. The City Council has acquired an understanding of the range of this technical and scientific opinion by its review of the Draft EIR, the comments received on the Draft EIR and the responses to those comments in the Final EIR, as well as testimony, letters and reports regarding the Final EIR and the merits of the Project. The City Council has reviewed and considered, as a whole, the evidence and analysis presented in the Draft EIR, the evidence and analysis presented in the comments on the Draft EIR, the evidence and analysis presented in the Final EIR, the information submitted on the Final EIR, and the reports prepared by the experts who prepared the EIR, the City's general plan consultants, and by staff, addressing these comments. In particular, the City Council has considered both the proposed policy language revisions submitted by various commenter's and

the responses of City staff to those suggestions, as set forth in the Final EIR (see, e.g., Final EIR, pp. 3-2 – 3-3 [Master Response # 1], 3-69 – 3-89 [responses to proposed language changes in comment letter from Sierra Club, Mother Lode Chapter], 3-92 [explanation regarding how previous suggestions from Campaign for Common Ground were considered and, in some instances, adopted].) The City Council has gained a comprehensive and well-rounded understanding of the environmental issues presented by the Project. In turn, the understanding has enabled the City Council to make its decisions after weighing and considering the various viewpoints on these important issues. The City Council accordingly certifies that its findings are based on a full appraisal of all of the evidence contained in the Final EIR, as well as the evidence and other information in the record addressing the Final EIR.

Part II – Impacts and Mitigation Measures/Project

Modifications

These findings provide the written analysis and conclusions of the City Council regarding the environmental impacts of the Project and the mitigation measures included as part of the Final EIR and adopted by the City Council as part of the Project. To avoid duplication and redundancy, and because the Council agrees with, and hereby adopts, the conclusions in the Final EIR, these findings will not repeat the analysis and conclusions in the Final EIR, but instead incorporates them by reference herein and relied upon them as substantial evidence supporting these findings.

In making these findings, the City Council has considered the opinions of other agencies and members of the public. The City Council finds that the determination of significance thresholds is a judgment decision within the discretion of the City Council; the significance thresholds used in the EIR are supported by substantial evidence in the record, including the expert opinion of the EIR preparers and City staff; and the significance thresholds used in the EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project. Thus, although, as a legal matter, the City Council is not bound by the significance determinations in the EIR (see Pub. Resources Code, § 21082.2, subd. (e)), the Council finds them persuasive and hereby adopts them as its own.

Appendix D attached to these findings and incorporated herein by reference summarizes the environmental determinations of the Final EIR and Project's impacts before and after mitigation. This appendix does not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, Appendix D provides a summary description of each impact, describes the key General Plan policies and implementation measures identified in the Final EIR and adopted by the City Council, and states the City Council's findings on the significance of each impact after imposition of the adopted General Plan policies and implementation measures. A full explanation of these environmental findings and conclusions can be found in the Final EIR and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the Final EIR's determination regarding the Project's impacts and mitigation measures designed to address those impacts. In making these findings, the City Council ratifies, adopts and

incorporates in these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

As set forth in Section 1.4 “Resolutions of Approval” (below), the City Council adopts and incorporates the policies and implementation measures (mitigation measures) set forth in Appendix D to substantially lessen or avoid the potentially significant and significant impacts of the Project, as well as certain less-than-significant impacts. In adopting these mitigation measures, the City Council intends to adopt each of the policies and implementation measures proposed in the Final EIR. Accordingly, in the event a policy or implementation measure recommended in the Final EIR has inadvertently been omitted from Appendix D, such policy or implementation measure is hereby adopted and incorporated in the finds below by reference. In addition, in the event the language describing a policy or implementation measure set forth in Appendix D fails to accurately reflect the mitigation measures in the Final EIR due to a clerical error, the language of the policies and implementation measures as set forth in the Final EIR shall control, unless the language of the policies and implementation measures has been specifically and expressly modified by these findings. With respect to each and every significant effect identified in the EIR, the City hereby finds that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (CEQA Guidelines, § 15091, subd. (a)(1).) Rather than repeat this finding dozens of times to address each and every significant effect, this paragraph obviates the need for such repetition because in no instance is the City Council rejecting mitigation measures recommended in the Draft and Final EIRs. The Council recognizes that, as a part of the General Plan update process, the final language of the General Plan evolved to reflect both environmental considerations and public input. In all instances, the Council is content with the final mitigation language as set forth in the General Plan at the time of adoption.

In several comments on the Draft EIR, various policies or implementation measures were suggested by commenters as proposed additional mitigation measures or modifications to the existing policies and implementation measures identified in the Draft EIR. Several of the policies and implementation measures were modified in response to such comments, and other policies were added to the Final EIR in response to such comments. The City Council commends staff for its careful consideration of those comments, and agrees with staff in those instances when staff did not accept proposed language. Notably, the staff followed the following approach in considering such input, as set forth in Master Response # 1 in the Final EIR:

In reviewing specific proposed changes in adopted policy language, the City has been cognizant of its legal obligation under CEQA to substantially lessen or avoid significant environmental effects to the extent feasible. The City recognizes, moreover, that comments frequently offer thoughtful suggestions regarding how a commenter believes that a particular proposed policy can be modified, or perhaps changed significantly, in order to more effectively, in the commenter’s eyes, reduce the severity of environmental effects. The City is also cognizant, however, that, with the exception of new policy language in the draft EIR intended to function as the equivalent of mitigation measures for the

significant environmental effects of the Proposed Project, the draft Policy language in the Proposed Goals and Policies Report represents the fruit of a very long public process in which draft language resulted from the input of numerous individuals and organization, with much public discussion of particular language. The City believes that such language, which often represents a careful balancing of competing interests expressed by various stakeholders, should not be lightly altered. Thus, in considering proposed changes to draft policy language, the City, in determining whether to accept such language, either in whole or in part, has considered the following factors, among others: (i) whether the proposed language relates to a significant and unavoidable environmental effect of the Proposed Project, or instead relates to an effect that can already be mitigated to less than significant levels by language already included in the proposed Goals and Policies Report; (ii) whether the proposed language represents a clear improvement, from an environmental standpoint, over the draft language that a commenter seeks to replace; (iii) whether the proposed language is sufficiently clear as to be easily understood by those who will implement a new General Plan; (iv) whether the proposed language would essentially duplicate language already in place elsewhere within the Goals and Policies Report; (v) whether the language might be too inflexible to allow the City to deal with project-specific issues as they arise over time, or limit the City's ability to balance competing policy considerations as they arise over time; (vi) whether the proposed language might create an internal inconsistency within the General Plan that the commenter has not identified and for which the commenter has offer no remedy; (vii) whether the policy suggestions embodied in the proposed language appear to be feasible from an economic, technical, legal, or other standpoint; (viii) whether the proposed language would address design issues in more detail than is appropriate for a long-term general plan, as opposed to subsidiary documents such as the Zoning Ordinance or development standards; (ix) whether the language might be more appropriate in a policy or legal document other than the General Plan; and (x) whether the proposed language is consistent with the project objectives, including the objective to "manage foreseeable population and job growth by identifying 2035 City boundaries calculated to reflect realistic market conditions and growth assumptions, with the objective that, to the extent feasible, new development will proceed in an orderly fashion within City boundaries rather than in the unincorporated area, and be subject to land use principles and concepts intended to discourage development in areas with sensitive resources, critical habitats, and important scenic resources."

As is often evident from the specific responses given to specific suggestions, City staff and consultants spent large amounts of time carefully considering and weighing proposed policy language, and in many instances adopted some or all of what a commenter suggested. In some instances, the City developed alternative language addressing the same issue that was of concern to a commenter. In no instance did the City fail to take seriously a suggestion made by a commenter or fail to appreciate the effort that went into the formulation of suggestions.

(Final EIR, pp. 3-2 - 3-3.)

The Council finds the approach described above to be reasonable. The Council also notes that the General Plan policy language published in December 2006 with the release of the Draft EIR already reflected input from commenter's such as Campaign for Common Ground. As explained in the response to comment O5-34 in the Final EIR:

The draft goals and policies of the General Plan were developed with careful consideration of input from the General Plan consulting team, City staff, the General Plan Action Team, and other stakeholders (including input from various State and local agencies and public interest groups [Campaign for Common Ground]). New policies and suggested revisions to existing policies were submitted by the Campaign for Common Ground (including those outlined in the March 2006 "Citizens Alternative General Plan Policy" report) for consideration by the City, and several were incorporated into the General Plan goals and policies. For example, the following policies include suggested revisions (in underline [and highlighting]) that were incorporated by the City:

- **DV-3.5 Older Neighborhoods.** The City shall aggressively facilitate the conservation and rehabilitation of older neighborhoods by utilizing all federal, state and local programs, aimed at preservation; by encouraging private investment; and through joint public-private cooperation. *[Source: Section 1, Urban Growth and Overall Development; Goal 2, Policy 6].*
- **DV-3.10 Compatible Scale and Character.** New infill residential and commercial development in existing neighborhoods shall reflect the character and form of the neighborhood while striving to meet citywide density and transit objectives. The City shall continue to implement Design Guidelines for each district or neighborhood that will guide new infill growth. Infill development shall be planned to reflect traditional scale and pattern of block and lot sizes, as well as prevailing heights, setbacks, landscaping, and location of garages on the lots. The walkable scale and pattern of existing neighborhoods shall be reflected in new infill development. *[New Policy].*

Additionally, during preparation of the draft EIR, other policies and implementation measures were proposed (and/or existing policies were modified) in an effort to help mitigate impacts resulting from implementation of the General Plan Update. Policy NCR-3.2 "*Historic Structures and Sites*" (see Impact NCR-7, page 13-25 of the draft EIR) provides an example of a new policy that was developed in response to the impact analysis for historic resources:

- **NCR-3.2 Historic Structures and Sites.** The City shall support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall conform to the current Secretary of the Interior’s Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. [*New Policy – Draft EIR Analysis*].

However, as the commenter indicates, not all of the suggested policy revisions from the Campaign for Common Ground (and other stakeholders) considered by the City were incorporated into the draft General Plan and EIR. In consideration of these various policy revisions, City staff and consultants (1) analyzed whether the suggested policy information provided new information not currently contained in the draft Goals and Policies report, (2) determined whether the proposed revisions addressed impacts that the draft EIR identified as significant and unavoidable, (3) considered whether or not the suggested policy revisions would strengthen the mitigating intent of the policies already contained within the General Plan, and (4) if so, considered whether the proposed language was potentially feasible in light of the goals and objectives of the General Plan, as well as other considerations (see also Master Response #1 for additional relevant criteria). Where City staff and consultants answered each of these inquiries in the affirmative, or where they determined that the commenter’s concerns and suggestions were already essentially in place in already-existing (draft) policy language, they either accepted the language as proposed or modified the language to conform to existing language in the draft Goals and Policies Report. On the other hand, in most cases in which proposed policy information did not meet these requirements, staff and consultants did not further consider the proposed language for incorporation as part of the draft Goals and Policies Report. In the later circumstance, staff concluded that the existing language developed through the public over a long period of time with public input should stand. Staff also wanted to avoid creating internal tensions within the overall draft General Plan by incorporating concepts arguably at odds with concepts already found in the draft Goals and Policies Report. Although one of the key goals for the City was to develop a comprehensive General Plan that comprises an integrated, internally consistent, and compatible statement of local development policies, the City can adopt a general plan in the format that best fits its unique circumstances (Government Code Section 65300.5) and in a format that minimizes redundancy or avoids the duplication of information.

The City considered the proposed revisions to Policy DV-2.11, “*Building Rehabilitation and Historic Preservation*,” but did not revise the policy as suggested because existing policies provide similar or stronger policy direction addressing historic preservation requirements. For example, implementation of the existing Policy DV-2.13 along with Policies DV-3.5, DV-3.7, NCR-3.1, NCR-3.2, and NCR-3.3 serve to provide similar resource identification, preservation, and rehabilitation guidance for historic structures to that Campaign

for Common Ground identifies in its revisions to existing Policy DV-2.11. Additionally, as described in the Background Report, the City's municipal code (Chapter 16, Article VII, Section 16-730.120) establishes rules and procedures for the Cultural Heritage Board, which assists in preserving the City's historic districts and landmarks (see page 13-26 of the General Plan Background Report incorporated in the draft EIR by reference). The Cultural Heritage Board is an entity of the City of Stockton that designates landmarks, historic preservation districts, historic sites, and structures of merit. The City's inclusion of the new Policy NCR-3.2 "*Historic Structures and Sites*" also requires the City to support both future public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. The policy also states that these preservation efforts shall conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

The City also considered the Campaign for Common Ground's proposed revisions to Policy DV-3.7, "*Historic Resources*", but did not revise the policy as suggested because existing policies provide similar or stronger policy direction addressing the inventory of local historic neighborhood structures. Essentially, the proposed revisions would require an inventory of historic neighborhood structures that would include a priority list of properties. The proposed goals and policies of the General Plan include an existing policy that requires the City to continue its maintenance of an updated historical resources inventory (see Policy NCR-3.3). The inventory system is in place, has been utilized by the City, and does not exclude listing historic neighborhood structures. Consequently, these proposed revisions to Policy DV-3.7 were not incorporated.

Similarly, the City considered the Campaign for Common Ground's proposed revisions to Policy NCR-3.3, "*Historic Resources Inventory and Preservation*", but did not revise the policy as suggested because existing policies, as described above, provide similar or stronger policy direction addressing both the inventory and preservation of local historic neighborhood structures. In considering the proposed revisions, the City came to the conclusion that the proposed revisions reflect the original intent of the policy and do not provide additional mitigation beyond that contained in the existing version of this policy and in others proposed in the draft Goals and Policies Report.

Overall, as described above, in considering the various proposed revisions to these policies, the City did not revise the various historic preservation policies as suggested because existing proposed policies already provide similar or stronger policy direction addressing historic preservation and inventory requirements. Because these suggested revisions did not contain feasible mitigation substantially different from that provided in existing and proposed General Plan policies, the City did not incorporate these revisions. The potential impact of the proposed General Plan to historic structures remains significant and unavoidable.

(Final EIR, pp. 3-82 – 3-85.)

As the preceding discussion makes clear, City staff took considerable pains to carefully review proposed policy language put forth by environmental activist organizations such as Campaign for Common Ground. The Council recognizes, however, that the final form of the General Plan may not satisfy such organizations or indeed any particular stakeholder in the community. This fact reflects the very nature of the General Planning process, which requires the City Council to address a variety of policy considerations, including both the need to absorb new population growth and the need to mitigate significant environmental effects to the extent feasible. One well-known Court of Appeal decision explained that “[a] general plan must try to accommodate a wide range of competing interests-- including those of developers, neighboring homeowners, prospective homebuyers, environmentalists, current and prospective business owners, jobseekers, taxpayers, and providers and recipients of all types of city-provided services--and to present a clear and comprehensive set of principles to guide development decisions.” (*Sequoyah Hills, supra*, 23 Cal.App.4th at p. 719.) This is an apt characterization. The Council has done its best to strike what it regards as the optimal balance amongst such competing considerations.

Part III – Basis to Approve the Project rather than an Alternative to the Project

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. As noted earlier, in Section 1.2 above, an alternative may be “infeasible” if it fails to fully promote the lead agency’s underlying goals and objectives with respect to the project. Thus, “‘feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” of a project. (*City of Del Mar, supra*, 133 Cal.App.3d at p. 417; see also *Sequoyah Hills, supra*, 23 Cal.App.4th at p. 715.)

Summary of Discussion of Alternatives in the Final EIR

The Draft EIR evaluates a broad range of potential alternatives to the Project. The Draft EIR examines the environmental impacts of each alternative in comparison with the those of the Project and the relative ability of each alternative to satisfy the project objectives. The Draft EIR also compares the environmental impacts of the Project and each of the alternatives.

The Draft EIR also summarizes the criteria used to identify a range of reasonable alternatives for review in the EIR and describes proposals for alternatives that the City concluded did not merit additional more detailed review either because they did not present viable alternatives to the Project or are variations on the alternatives that are evaluated in detail.

Summary of Findings Relating to the Alternatives Evaluated in the Draft EIR

Alternative 1: No-Project Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the environmental impacts of the “No-Project” Alternative. When the project is the revision of an existing land use or regulatory plan or policy, the no-project alternative will be the continuation of the existing plan or policy into the future. Therefore, Alternative 1 (No-Project or Existing General Plan) analyzes the effects of continued implementation of the City’s existing 1990 General Plan, which would remain as the adopted long-range planning policy document for the City. Consequently, current development patterns would continue to occur in accordance with the existing General Plan, Zoning Code, and Specific Plans. Development outside the existing SOI would require LAFCO review and approval on a case-by-case basis. Additionally, the existing General Plan does not encourage orderly growth patterns using the “Village” design concept. Continued implementation of the No-Project Alternative would also not likely result in as large a buildout population as that provided under the Project and would not include any of the new policies and implementation measures designed to address the environmental impacts of future City development.

Feasibility/Ability to Meet Project Objectives

Under the No-Project Alternative, the City would continue with implementation of its existing 1990 General Plan, which would remain as the adopted long-range planning policy document for the City. Current development patterns would continue to occur in accordance with the existing General Plan, Zoning Code, and Specific Plans. Consequently, this alternative would fundamentally fail to meet a majority of the Project Objectives described above. Failure to update the City’s existing General Plan will not result in a comprehensive update to the City’s existing goals and policies to help incorporate current planning, environmental, and regulatory trends and objectives. Failure to update the existing General Plan will also fail to adopt the proposed “Village” development guidelines and result in a continuation of the City’s existing pattern of suburban development that fails to provide a future cohesive development pattern that incorporates a mixed land use concept to help further neighborhood revitalization and City-wide economic sustainability. Failure to adopt these “Village” development guidelines makes this alternative inconsistent with all the objectives identified for the “District and Villages” and several identified for the “Community Development” theme. The failure to adopt an infill strategy that maximizes development (100%) also makes this alternative inconsistent with other objectives identified for the “Community Development” theme. The failure to adopt the proposed General Plan that identifies future multi-modal corridors and transit armatures along with village loop roads makes this alternative inconsistent with several of the objectives identified for the “Interconnected Infrastructure” theme. For all of these reasons, the City Council rejects the No Project Alternative as infeasible within the meaning of CEQA and CEQA case law.

Alternative 2: Existing Growth Trends Alternative

Similar to the Project, Alternative 2 assumes that all of the proposed policies and implementation measures contained in the Goals and Policies Report for the updated General Plan would be included as part of this alternative. However, unlike the Project, Alternative 2 does not utilize the “Village” concept for all of the future development in the proposed SOI. Alternative 2 promotes an overall higher density of residential units that is achieved by setting higher densities under each residential land use designation, incorporating higher levels of Medium and High Density Residential uses, and establishing a minimum density level for each residential designation. Under this alternative, current development patterns are assumed to continue through the entire 2035 planning horizon. This alternative is also based on a 2.5 percent growth rate and therefore meets similar or slightly higher population objectives than those developed for the Project. However, since current development patterns yield a lower overall residential density (when compared to the Project), this alternative would result in the use of slightly more land (less open space/agricultural land within the proposed SOI) in order to meet the established population target of 596,900.

Feasibility/Ability to Meet Project Objectives

Under Alternative 2, the City would adopt the updated General Plan without the “Village” concept for all future development. However, under this alternative, future residential development patterns are assumed to continue through the entire 2035 planning horizon. Consequently, this alternative would fundamentally fail to meet a majority of the Project Objectives related to “Village” development. Failure to adopt the proposed “Village” development guidelines makes this alternative inconsistent with all the objectives identified for the “District and Villages” and several identified for the “Community Development” theme. Furthermore, this alternative does not include land use designations for future multi-modal corridors or transit armatures along with village loop roads, making this alternative inconsistent with several of the objectives identified for the “Interconnected Infrastructure” theme. This alternative would also fail to meet project objectives related to airport compatibility due to the location of residential uses south of the airport. For all of these reasons, the City Council rejects Alternative 2 as infeasible within the meaning of CEQA and CEQA case law.

Alternative 3: Infill/Maximum Open Space Alternative

Under Alternative 3, land uses within the existing City limits would intensify and be characterized as infill development. Such development would provide increased opportunities for building on existing vacant land and the intensification or recycling (up-zoning) of existing mixed uses (residential and commercial/retail) within the City limits. Similarly, higher building densities would also be encouraged within the various village areas. The intensification of land uses both within the districts and villages would result in a decreased need to convert existing open space space/agricultural lands. The intensification of land uses within the village areas would also increase the feasibility of additional inter-city transit service that would help to reduce air quality and traffic impacts. However, such an approach may result in an increased need to provide additional levels of public services (e.g., law enforcement, fire, etc.) or infrastructure. Similar to

the Project, this alternative is also based on a 2.5 percent growth rate, assumes 100% in-fill development in the downtown area, and assumes that all of the proposed policies and implementation measures contained in the Goals and Policies Report for the updated General Plan would be included as part of this alternative also.

Feasibility/Ability to Meet Project Objectives

Under Alternative 3, the City would adopt the updated General Plan with the “Village” concept for all future development. Consequently, this alternative is considered consistent with all the objectives identified for the “District and Villages” theme and several identified for the “Community Development” theme. Additionally, the City would undergo a comprehensive update to the City’s existing goals and policies to help incorporate current planning, environmental, and regulatory trends. Incorporation of these current environmental and regulatory trends make this alternative consistent with all of the air quality, safety, and natural resource objectives identified for the “Community Services/Resources” theme. Additionally, it is assumed that the City would continue to seek new employment opportunities, secure a long-term water supply (Delta Water Supply Project), and ensure that a variety of infrastructure (i.e., drainage, circulation) needs are also addressed. This alternative maximizes infill development opportunities and is therefore considered consistent with all infill objectives identified for the “Community Development” theme. Additionally, this alternative does incorporate future multi-modal corridors, transit armatures, village loop roads, and other infrastructure needs which make this alternative consistent with all of the objectives identified for the “Interconnected Infrastructure” theme.

Even so, the alternative would fail to meet key project objectives of paramount importance to the City Council. Notably, the designation of sensitive land uses near the southern boundary of the airport makes this alternative inconsistent with project objectives related to airport compatibility. Furthermore, the greater concentrations of development contemplated by this alternative will lead to increased levels of impact for certain categories of environmental effects. For example, because land uses are intensified within certain areas of the Sphere of Influence (“SOI”), the potential for some nuisance impacts associated with noise, odors, air quality emissions, glare, and visual compatibility may be intensified and affect land use compatibility, in particular along major transit routes/multi-modal corridors (see Draft EIR, Figure 14-5). Consequently, the potential for land use compatibility impacts is considered to be slightly greater than those associated with the Project. (Draft EIR, p. 14-45.) With respect to noise specifically, because land uses are intensified within certain areas of the SOI, noise impacts may actually be greater in some cases, in particular along major transit routes/multi-modal corridors (see Draft EIR, Figure 14-5). (Draft EIR, p. 14-46.) Additionally, the intensification of sensitive land uses within the airport’s Airport Influence Area (AIA) may place them at risk for a variety of airport-related hazards and result in inconsistencies with the land use policies adopted by the San Joaquin County Airport Land Use Commission (ALUC). Consequently, similar to the Project, land use compatibility impacts associated with the development of these sensitive land uses within the AIA are also considered significant and unavoidable under Alternative 3. (Draft EIR, p. 14-45.) For these reasons, the land use and noise impacts of Alternative 3 are worse than those of the Project. (Draft EIR, p. 14-15.)

Other impact categories for which Alternative 3 would have significant, unavoidable impacts worse than those of the Project are aesthetics, air quality, cultural resources, solid waste generation, and transportation. (Draft EIR, pp. 14-11, 14-12, 14-16, 14-18.) With respect to aesthetics, build-out of this alternative may result in slightly greater impacts to aesthetic resources because growth would likely be intensified within a smaller development area. In addition, light and glare impacts would also be slightly greater under this alternative due to the intensification of land uses that would increase the number of currently undeveloped acres to an urban use, such as additional parking lots, building lights, and streetlights. (Draft EIR, p. 14-10.) With respect to air quality, the types of dwelling units and other development contemplated under the alternative would result in slightly higher emission levels of both mobile and stationary sources of air quality emissions, toxic air contaminants, and the potential for odor emissions (see Draft EIR, Table 14-14). (Draft EIR, p. 14-42.) With respect to cultural resources, the intensification of land uses within the existing City limits under Alternative 3 may result in greater impacts to the design qualities of the City's traditional neighborhoods and historic districts to those anticipated under the Project. (Draft EIR, p. 14-44.) With respect to transportation, Alternative 3 would cause slightly higher levels of delay and congestion than the Project. This is because Alternative 3 would tend to cluster development and its associated traffic within a smaller area, whereas the Project would place development in areas where transportation improvements are generally easier to implement. (Draft EIR, p. 14-46 - 14-47.)

In light of the fact the alternative is environmentally worse than the Project with respect to key significant, unavoidable impacts of the Project; the City Council rejects the Alternative on environmental grounds alone. Under CEQA, the Council therefore need not, as a legal matter, address its feasibility. (See *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 520-521; *Citizens for Quality Growth v. City of Mount Shasta* (1988) 198 Cal.App.3d 433, 445.) Even so, the City Council nevertheless finds Alternative 3 to be infeasible due to its failure to meet the City's airport compatibility objectives. (See *City of Del Mar, supra*, 133 Cal.App.3d at p. 417; *Sequoyah Hills, supra*, 23 Cal.App.4th at p. 715.)

Alternative 4: Reduced Growth Alternative

Alternative 4 was developed as a result of comments received during the initial public scoping process of the Project, including comments from the Sierra Club and Campaign for Common Ground. This alternative is entitled the "Reduced Growth Alternative" and was developed in response to several comments specifically those associated with a reduced SOI. Consequently, the defining feature of this alternative is the reduced SOI (in comparison to the Project) along with a smaller target population. Under Alternative 4, the SOI would be reduced 12,600 acres, to an estimated 71,700 acres. Alternative 4 would accommodate an estimated 461,700 people. Development would still occur using the "Village" concept although only 7 village areas would be proposed under this alternative. Infill development is still proposed at 100 percent for the City's downtown area.

Feasibility/Ability to Meet Project Objectives

Under Alternative 4, the City would adopt the updated General Plan with the “Village” concept for all future development at a smaller scale than that identified for the Proposed Project. Consequently, this alternative is considered consistent with most of the objectives identified for the “District and Villages” theme along with several identified for the “Community Development” theme. Because the City would undergo a comprehensive update to the City’s existing goals and policies to help incorporate current planning, environmental, and regulatory trends, this alternative is considered consistent with all of the air quality, safety, and natural resource objectives identified for the “Community Services/Resources” theme. Additionally, it is assumed that the City would continue to seek new employment opportunities, secure a long-term water supply (Delta Water Supply Project), and ensure that a variety of infrastructure (i.e., drainage, circulation) needs are also addressed. This alternative also maximizes infill development opportunities and is therefore considered consistent with all infill objectives identified for the “Community Development” theme. This alternative does not incorporate future multi-modal corridors or transit armatures and is therefore considered inconsistent with all of these objectives identified for the “Interconnected Infrastructure” theme. However, similar to all other alternatives, it is assumed that this alternative would strive to meet all other infrastructure requirements (i.e., wastewater, parks, open space, pedestrian accessibility, etc.) identified under the “Interconnected Infrastructure” theme.

The designation of sensitive land uses near the southern boundary of the airport makes this alternative inconsistent with project objectives related to airport compatibility. More importantly, however, the alternative does not satisfy the City’s fundamental objective to “[m]anage foreseeable population and job growth by identifying 2035 City boundaries calculated to reflect realistic market conditions and growth assumptions, with the objective that, to the extent feasible, new development will proceed in an orderly fashion within City boundaries rather than in the unincorporated area, and be subject to land use principles and concepts intended to discourage development in areas with sensitive resources, critical habitats, and important scenic resources.” Although EIR alternatives with less planned development often appear to represent environmentally more benign choices than project proposals contemplating higher levels of development, such impressions can be misleading where a region faces long-term demographic and market trends making continuing, substantial population growth a near certainty. In such situations, a realistic proposed long-term development footprint may represent a better approach to “growth management” than options that fail to come to grips with such long-term trends. For reasons explained below, the City Council concludes that, because the Project represents a more realistic, and more enlightened growth management strategy, Alternative 4 is infeasible.

The Draft EIR described the long-term growth pressures facing the greater Stockton area as follows:

The City of Stockton, San Joaquin County, as well as the larger San Joaquin Valley region, has experienced dramatic growth over the past decade and this trend is expected to continue. Consequently, the focus of the City’s General Plan is to provide a framework in which the growth can be managed in order to best suit the needs of the City and the surrounding San Joaquin Valley area.

Over the past five years, all of the cities in San Joaquin County have shown growth rates higher than the unincorporated County. The average annual population growth in San Joaquin County has almost doubled compared to its 1990-2000 average, from 1.6 percent to 3.1 percent (Table 15-1). Over this time period, Tracy had the highest annual growth rate at 6.9 percent, and Lodi had the lowest (1.9 percent). Although Stockton's growth rate was second lowest, the City had the highest overall population (43% of 2005 County total) of all the cities in San Joaquin County. This compares to an unincorporated area growth rate of 1.3 percent. Much of this growth has been fueled by Bay Area workers seeking more affordable housing and economic development within the Central Valley.

(Draft EIR, pp. 15-1 – 15-2.)

Notably, the City of Stockton is undertaking its long-term planning with the recognition that San Joaquin County, which has jurisdiction over the unincorporated lands surrounding the City, generally prefers that all urban development in the County be located within city boundaries. The County's broad "Land Use Goal," set forth on page III-1 of Volume 1 of its July 1992 General Plan, is to "[p]rovide a well-organized and orderly development pattern that seeks to concentrate urban development and protect the County's agricultural and natural resources." In discussing "Growth Accommodation," the County's General Plan states, on page III-2 of Volume 1, that "[u]rban communities, including incorporated cities and unincorporated communities, shall accommodate the vast majority of the development, because it is in these areas that urban services exist or are expected. In particular, growth shall be directed to the cities as much as possible." Additional policy language favoring the concentration of growth in existing cities, and in some instances in "new communities," is found on page IV-2 of Volume 1 of the County's General Plan.

The draft (December 2006) "Background Report" volume of the General Plan includes a lengthy discussion of past and projected population growth rates in San Joaquin County, and includes the following excerpt (with tables excluded):

According to the San Joaquin Council of Governments (SJCOG), Stockton's population is projected to exceed 406,482 by 2025, with an average annual growth rate of 2.1 percent between 2000 and 2025. As shown in Table 2-3, SJCOG projects population growth within the City of Stockton to grow by an annual average of 2.5 percent through 2010, 2.0 percent between 2010 and 2015, 1.8 percent between 2015 and 2020, and 1.6 percent between 2020 and 2025. Table 2-3 shows a 2035 population based on projecting the average 2.1 percent annual growth rate forward from the 2000 population. San Joaquin County is expected to grow by a slightly smaller rate of 1.9 percent to reach a projected population of over 900,338 by 2025.

In looking at future population ranges that may occur by the year 2035, a number of sources were reviewed. These included the following inputs.

- SJCOG projections (Table 2-3) show a growth rate through 2025 of 2.1 percent per year (average).
- Recent trends in Stockton (Figure 2-2 and Table 2-2) show an increase to 2.8 percent in the annual average growth rate between 2000 and 2005.
- For the City’s recent Housing Element update, the California Department of Housing and Community Development projected a growth rate of 3.0 percent per year from 2001 through 2008.
- Building permit activity in the City is another indication of future growth in the short term. In 2005, building permit activity was up by 3.6 percent. [Public Comment]
- The California Department of Finance projects population growth for San Joaquin County from July 2000 through July 2050 in 10 year increments. During this time, the rate of population growth in the County goes from 2.8 percent per year between 2000 through 2010 and declining to a rate of 1.6 percent per year between 2040 and 2050. For the General Plan’s timeframe (2035), the closest annual growth rate would be 2.6 percent per year between 2000 and 2030 or 2.4 percent between 2000 and 2040.

Based on these inputs, the City determined that a rate of 2.5 percent would provide a reasonable planning range for the community. (Background Report (Dec. 2006), pp. 2-6 – 2.7.) Based on this reasonable, empirically-based rate of assumed growth, the projected population for the City in 2035 is estimated to be 580,000. (Draft EIR, p. 2-21.) The Project is premised on these numbers. A smaller City footprint would have resulted had the City (i) assumed a lower growth rate or (ii) had a shorter planning horizon. Any such reduced footprint would have been misleading, however, in that a lower growth rate would have been hard to square with the expert evidence cited above and a shorter time horizon would not avoid City growth beyond some arbitrary alternative date (for example, 2025 rather than 2035).

In developing the Project, the City was also aware of its state law obligation to provide land for additional housing demand. In *Muzzy Ranch v. Solano County Airport Land Use Commission* (2007) 41 Cal.4th 372, 382-383, the California Supreme Court recently emphasized that

The population of California is ever increasing. Our Legislature has declared that “[t]he availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order.” (Gov. Code, § 65580, subd. (a).) In order to “assure that counties and cities recognize their responsibilities in contributing to the attainment of the state housing goal” (id., § 65581, subd. (a)), the Legislature requires that local jurisdictions in their land use planning “identify adequate sites for housing ... and ... make adequate

provision for the existing and projected needs of all economic segments of the community” (id., § 65583), including “the locality's share of the regional housing need” (id., § 65583, subd. (a)(1)). Thus, no California locality is immune from the legal and practical necessity to expand housing due to increasing population pressures.

As the draft Background Report explained,

Stockton is the largest city in San Joaquin County. San Joaquin County is the northernmost county in the San Joaquin Valley, located to the northeast of the San Francisco Bay Area Counties of Alameda and Contra Costa. Thus, it serves as a bridge between northern and central California. The City of Stockton is almost at the center of the county, located south of Lodi and north of Lathrop and Manteca.

In part, proximity to the higher priced housing market areas of Contra Costa and Alameda has led to demand for housing in Stockton by Bay Area commuters. These commuters have found that the lower housing prices and a less pressured life style in San Joaquin County balance the increased commuting time to jobs in the Bay Area. This preference is one of the forces that explain increased sales prices and rents in the Stockton housing market.

Stockton is also a destination location for new immigrants to the United States. Since 2000, an average of 3,000 new immigrants has moved to San Joaquin County annually. (No numbers are available for the City of Stockton.)

(Background Report, p. 4-3 (December 2006).)

During the General Plan update process, the use of a 2.5 percent annual rate of growth was discussed and debated extensively and repeatedly, with City staff and consultants explaining why, in their expert judgment, the rate was appropriate and reasonable in light of available information, including various long-term population projections from various sources. For example, the issue was discussed at the Planning Commission hearings on August 15, 2007, and September 27, 2007, in presentations made by planning consultant J. Laurence Mintier. Using Power Point slides to facilitate his presentation, Mr. Mintier discussed the different potential growth rates that the City could assume looking ahead to the future, and explained why the 2.5 percent rate was a reasonable number to assume. (See especially Slide 42 of Mintier Power Point Presentation, August 15, 2007 [“What Growth Rate?”], identifying population levels the City would have to plan for based on differing annual growth rates, ranging from 2.0 percent to 3.0 percent; and Slides 3 – 14 of Mintier Power Point Presentation, September 27, 2007.)

On September 27, 2007, Mr. Mintier made several notable points. After acknowledging that some comments on the Draft EIR had advocated a 2.0 percent annual growth rate, which would translate into a lower population in 2035 than would occur under a 2.5 percent rate, he explained, in the words on one of his Power Point slides, that “Staff feels that a 2.5% growth rate is

appropriate, effectively plans for future growth variation and provides infrastructure planning to ensure no service surprises.” (Mintier Power Point Presentation, September 27, 2007, “Growth Rate/Population Target,” Slide 1) He then explained: that a “[g]rowth rate is an estimate to help guide planning,” and “is not a target”; that “[t]he General Plan does not contain growth controls to limit population to a certain target”; and that, although “[m]ost cities designated additional land above the amount needed in order to allow market flexibility,” Stockton has not done so in assuming a 2.5 percent annual rate. (Mintier Power Point Presentation, September 27, 2007, “Growth Rate/Population Target,” Slide 2.)

Mr. Mintier’s judgment is entitled to considerable weight. In general, the opinions of professional planners are considered substantial evidence due to their training and experience. (See, e.g., *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1380; *Browning-Ferris Industries v. City Council* (1986) 181 Cal.App.3d 852, 866; *Greenebaum v. City of Los Angeles* (2d Dist. 1984) 153 Cal. App. 3d 391, 413.) Mr. Mintier, however, is not just an average planner, but rather is one of the premier general planning consultants in California, with a long and distinguished career. His expertise and knowledge on matters such as local growth rates is beyond question. The website for the California Planning Foundation identifies Mr. Mintier as one of the organization’s board members and briefly describes his professional qualifications as follows:

Mr. Larry Mintier is owner and principal of Mintier & Associates, a planning consulting firm based in Sacramento that specializes in development, land use and environmental issues. The firm's clients include public agencies, development companies and law firms. As managing principal of Mintier & Associates, Larry has worked for over 75 public agencies and nearly 50 private clients and law firms. Larry has supervised his firm’s work in preparing more than 40 general plans, specific plans, and master plans; over 40 housing elements; a half dozen zoning and subdivision ordinances; and numerous other special studies and projects.

He is a frequent lecturer and panelist on State law and local planning matters and teaches regularly for various University of California Extension programs. He has also been a consultant and expert witness in land use litigation.

Prior to establishing Mintier & Associates in 1985, Larry worked for the Governor's Office of Planning and Research, specializing in planning, land use, and environmental issues. There, he directed the preparation of California's 1980 General Plan Guidelines and 1982 revisions. Larry also directed other major projects including the 1981 Symposium on California Planning Law, annual surveys of local planning programs, and guidelines for local implementation of the California Coastal Act. His international experience includes consulting positions with the International Labor Organization and the United Nations Research Institute for Social Development in Geneva, Switzerland.

Larry holds a Bachelor of Arts degree in political science from UCLA and Masters degrees in both public administration and city planning from the University of California, Berkeley. He is a Fellow of the American Institute of Certified Planners and Board member of the California Planning Foundation. He also holds memberships in the California Planning Roundtable, the ULI and the APA.

(<http://www.californiaplanningfoundation.org/mintier-l.html>)

A projected growth rate of 2.5 percent reflects the reality that the greater Stockton area, including unincorporated lands and nearby cities, is an inherently appealing place for people to live. In light of this reality, the City Council believes that any attempt to ignore the growth pressures facing the region would likely be counter-productive; with the possible result that growth not absorbed into the City limits would occur anyway within the region, but without the benefits of the stringent, environmentally protective policies in the new General Plan. The Council agrees with the following reasoning and sentiments found in various responses to comments set forth in the Final EIR:

As discussed in the draft EIR (see pages 15-3 and 15-4), during the next 30 years, based on land use designations, available acres and existing building allotment regulations, 100,000 new housing units will be built in the City and the population is estimated to reach 580,000. Implementation of the Proposed Project would induce some of the population and housing growth in the City, in part because it increases intensity of uses and densities in future urban centers, close to transportation nodes. While growth would be allowed under the Proposed Project, population projections based on State and local government data indicate that similar growth would occur in the City under the existing General Plan and existing SOI but without the benefit of concentrating growth in specified residential areas (the proposed Village concept), updating policies to incorporate current environmental and regulatory trends, and identifying opportunities for increased economic sustainability.

As identified throughout the draft EIR, the Proposed Project contains goals and policies to maintain the character of the City and minimize the environmental impacts of anticipated growth. Proposed policies are considered feasible and as such, take into account market conditions and realistic growth assumptions that are consistent with the land use principles/concepts of the region and that discourage undesirable development in areas with sensitive natural resources, critical habitats and important scenic resources. In addition, the Proposed Project encourages orderly growth by encouraging new development to occur in areas adjacent to existing urban uses and requires developers to provide service extensions.

While the Proposed Project would induce growth locally, the policies included in the Proposed Project reduce the potential for negative impacts associated with directly induced growth.

* * *

The City is not “throwing up its hands” and “saying there is nothing we can do about” the impacts of growth. Rather, the City has comprehensively addressed the environmental challenges associated with long-term planning for population growth, and has developed detailed policies and implementation measures intended to reduce environmental effects to less than significant levels where

feasible. The seemingly large number of “significant, unavoidable, and adverse” environmental impacts is a function of (i) the City’s conservative approach in characterizing the significance of impacts (i.e., calling effects significant in close situations); (ii) the long-term time horizon of the General Plan and EIR; (iii) the size of the City’s expanding footprint under any realistic long-time planning scenario, given projected population growth; (iv) the specificity used in the EIR in formulating categories of environmental impacts; (v) the magnitude of development pressures in the region, regardless of the actions of the City; and (vi) the nature of the existing environmental conditions within the region. It is very rare in California urban areas anymore to adopt significant planning documents with only “1 or 2 impacts that cannot be mitigated to a less than significant level.”

* * *

In order to meet the target population of 580,000 expected under the 2035 buildout year for the General Plan, it is necessary for the General Plan to plan for development at the periphery of the existing urban land within the City. At the same time, the City will implement a variety of policies and programs to encourage and maximize infill and high density development within the City boundaries. These policies formalize local development trends that have been occurring within the City’s downtown area (i.e., Weber Point, Stockton Arena, etc.) over the past several years and reinforces the City’s objectives for additional “infill” development which balances the desire for newer “village” development in response to projected growth patterns that require an expanded City footprint under any realistic long-time planning scenario.

* * *

One of the objectives of the General Plan is to maximize infill development within the existing portions of the City, which includes utilizing vacant parcels identified for high-density development (see Table 2-2 on page 2-8 of the draft EIR). Buildout of the General Plan includes development of vacant infill and high density land uses in addition to developing Villages along the periphery of the existing urban land uses. The City is responding to market demand and is limited to the extent that it can fully influence market demand for higher density development in the downtown area. However, the City does acknowledge the importance of infill development. As previously stated, proposed policies have been created to formalize local development trends that have been occurring within the City’s downtown area (i.e., Weber Point, Stockton Arena, etc.) over the past several years and reinforce the City’s objectives for additional “infill” development which balances the desire for newer “village” development in response to projected growth patterns.

* * *

It is typically part of a general plan update to allow for additional growth; indeed, accommodation of additional growth consistent with City goals and policies is an essential function in general plan updates. By establishing this Urban Service Area Boundary as part of implementing the General Plan Update . . . , the City can effectively direct growth of the City’s population in an orderly pattern at the edge of the existing urban uses.

* * *

Policy LU-1.2 (Urban Service Area Boundary) states that, “The City shall designate an Urban Service Area boundary beyond the existing City limits within which City services and facilities will be available for extension upon annexation and where future urban development shall be in conformance with City Council adopted master utility and circulation plans”. Overall, new development associated with the Proposed Project, including that within the Urban Service Area boundary, would represent an organic extension of the existing urban area of the City.

* * *

The commenter requests that “urban sprawl” be defined. Urban sprawl can be loosely described as the spreading of urban developments on undeveloped land near a city. The commenter asks if policies that encourage expansion of new growth outside the existing City boundaries prevent urban sprawl. The commenter also asks how the proposed General Plan prevents urban sprawl. The policies identified by the commenter as policies that promote urban sprawl and expand new growth outside existing City boundaries in fact work to encourage orderly expansion of the City to meet the future needs of the population expected in 2035. The proposed project proposes that to meet the needs of the target population, development in the General Plan must consist of maximizing infill development as well as expanding the City’s urban service area boundary and sphere of influence. While it is necessary to expand the City’s boundaries in an attempt to meet the needs of future growth, the City plans on timing the expansion of city services and public utilities to meet market demand. By nature, the General Plan is an overarching planning document that guides orderly development, and within its City boundaries. The use of a land use map as well as placing villages along the existing urban areas of the City is an attempt to guide orderly development within the defined urban service area boundary. Policies included in the General Plan that provide for orderly growth and logical expansion of City services and public utilities, while minimizing urban sprawl, include Policies LU-1.1, LU-1.6, LU-1.9, LU-1.10, LU Implementation Measure #2, CD-4.1, CD-4.2, CD-4.4, CD-7.1, DV-1.1, DV-1.2, DV-1.3, DV-1.3, DV-1.4, and DV-1.5.

* * *

Not all new development, even on previously undeveloped land, is “sprawl” – a word with negative connotations. Not all single family development, a favorite in the marketplace, is sprawl. Well-planned and well-designed new development can provide residents the privacy and space they seek for themselves and their families without repeating past planning and design mistakes resulting in over-dependence on automobiles. Recent development trends favor increased mixed use, greater aesthetic controls, better landscaping, and a greater orientation towards transit usage than has been typical in the last half century. Trends also favor diminishing lot sizes, due to the value of land and increasing mitigation requirements. Newly developing areas give the City the chance to impose the most modern and sophisticated planning concepts including those intended to decrease energy usage and greenhouse gas generation. The City is very committed to ensuring that new development areas will not be “sprawl.”

* * *

The purpose of a general plan is to guide the growth and development of a community. Accordingly, the City’s proposed General Plan is premised on projected future growth occurring. The City, San Joaquin County, and the larger San Joaquin Valley region have all experienced dramatic growth over the past decade and this trend is expected to continue. Consequently, the focus of the City’s General Plan is to provide a framework within which projected growth can be accommodated and managed consistent with the City’s overall planning responsibilities and objectives.

* * *

[T]he notion that the Proposed Project is “growth-inducing” must be understood in light of project population growth in the state and region. While growth would certainly be allowed and even anticipated under the Proposed Project, the market and demographic realities facing the region indicate that even without the new, updated General Plan, considerable amounts of growth would continue to occur either in the City under the existing General Plan and existing Sphere of Influence or within surrounding areas similarly proximate to Bay Area jobs, major transportation infrastructure, productive agricultural lands, and unique open space areas that make the region an attractive place for people to live and work. Such growth would occur, however, without the benefit of new City General Plan policies intended to minimize the environmental effects of new development. Within the updated General Plan, such impacts are minimized, for example, through the proposed Village concept, which is intended to minimize automobile use, as well as through updated policies that reflect current environmental and regulatory trends, while creating the opportunity for increased economic sustainability. Additionally, the City’s commitment to 100% “infill” development of the downtown area will also help to minimize the

conversion of some existing open space areas to a developed use. In other words, while the Proposed Project would result in an increase of growth locally, the policies included in the Proposed Project reduce the potential for negative impacts associated with directly induced growth. However, because this growth resulting from the Proposed Project would still significantly affect existing visual resources and result in an overall reduction of existing open space and agricultural lands, the growth inducing impacts of the Proposed Project are also considered significant and unavoidable.

Indirect impacts of growth are discussed on page 15-4, under the heading Indirect Impacts.” While the Proposed Project does allow additional growth, it also includes specific policies that limit that growth to the proposed Sphere of Influence. However, the City’s proposed policies would not preclude – nor could they preclude - other surrounding jurisdictions from developing areas adjacent to the City’s proposed SOI. Consequently, indirect growth inducing impacts of the Proposed Project are also considered significant and unavoidable. The City’s hope, however, is that by encouraging new residents and workers to locate within the City itself, as opposed to on unincorporated lands or within other municipalities in the region [,] [t]he City will reduce the extent to which long-term growth will continue to consume open space, farm land, habitats, and will reduce per capita land and resource consumption, per capita generation of wastewater and solid waste, per capita vehicle miles driven, and per capita air pollution.

* * *

[T]he purpose of a general plan is to guide the growth and development of a community. Accordingly, the City’s proposed General Plan is premised on a certain amount of growth taking place. The City of Stockton, San Joaquin County, as well as the larger San Joaquin Valley region, has experienced dramatic growth over the past decade and this trend is expected to continue. Consequently, the focus of the City’s General Plan is to provide a framework in which the growth can be managed in order to best suit the needs of the City and the surrounding San Joaquin Valley area. Please refer to responses to comments O4-6, I10-2, I10-11, I10-15, I10-17 and I10-88 for discussions of growth issues. Given the market pressures likely to persist, it is realistic to expect infill development to occur simultaneously with Greenfield development. Within developed areas, the City will continue to encourage infill development consistent with the various objectives outlined in the draft General Plan, taking into consideration various conditions including market demand.

(Final EIR, pp. 3-54 – 3-55, 3-57 – 3-58, 3-120, 3-122, 3-123, 3-124, 3-151 – 3-152, 3-166.)

As the preceding discussion and quotations demonstrate, the City's Updated General Plan embodies a long-term perspective that tries to deal with demographic and market realities in a manner that minimizes the environmental effects that are inevitable when large numbers of people move into a region over time (or when the children of local families choose to remain in their hometown and raise their families there). On its face, Alternative 4 may appear to be more environmentally benign than the Project, in that the alternative would reduce the size of the SOI by 12,600 acres, to an estimated 71,700 acres (see Draft EIR, Table 14-3), and would accommodate a population of only 461,700 people (compared with 580,000 under the Project. (Draft EIR, p. 14-47.) Because these seeming benefits, however, reflect what the City Council believes are unrealistic assumptions about future growth pressures and an unwillingness to grapple directly with such pressures so that new growth in the region can be under the City's control to the extent possible, and because the alternative fails to fully satisfy the City's growth management project objectives, the City Council rejects the alternative as infeasible. (See *City of Del Mar*, *supra*, 133 Cal.App.3d at p. 417; *Sequoyah Hills*, *supra*, 23 Cal.App.4th at p. 715.)

Notably, by choosing to approve a General Plan formulated to absorb projected growth in the face of political opposition advocating absorption of lesser amounts of growth, the City finds itself in a situation similar to that of the City of San Diego in the Court of Appeal decision called *City of Del Mar v City of San Diego* (1982) 133 Cal.App.3d at pp. 415-417. There, the neighboring community of Del Mar sued San Diego for not approving an alternative less accommodating to projected growth. The court's discussion is illuminating:

. . . Del Mar focuses on various "project alternatives" which it argues would result in less environmental damage. Del Mar asserts that San Diego rejected these alternatives as "infeasible" because they conflicted with the city's growth management program, without ever questioning the basis for that program. Del Mar contends that the growth management program's position as a "given" in San Diego's calculus artificially restricted the consideration of environmentally superior project alternatives.

There is, however, a fatal flaw central to Del Mar's reasoning which has been noted before: Del Mar assumes that if San Diego chooses not to grow, the growth rate in the San Diego region will be correspondingly reduced. While it is true that a smaller or nonexistent North City West would restrict the regional housing supply and increase housing prices, thereby economically deterring some persons from migrating to the region, many factors other than housing supply suggest that San Diego County will continue to grow. Del Mar appears to be arguing that San Diego must adopt a Livermore-type growth restrictive solution without acknowledging the numerous significant adverse impacts which that approach entails.

In point of fact, San Diego considered and reasonably rejected the project alternatives suggested by Del Mar as infeasible in view of the social and economic realities in the region. We recognize that many affected persons and

entities including Del Mar would prefer that North City West not be built. Yet they are no more entitled than San Diego to "insulate" themselves from regional problems. A delayed or reduced North City West development might well bring complaints from other municipalities in the region that San Diego was abdicating its responsibility to provide for its fair share of the regional need for new housing.

In arguing that San Diego has misconstrued the scope of CEQA's infeasibility requirement, Del Mar asserts, "By posing the issue as a conflict between this growth policy and the project alternatives, San Diego asked and resolved the question of whether it was 'desirable' not whether it was 'feasible' to further reduce or avoid the environmental impacts of the North City West project." But Del Mar recognizes, as it must, that feasibility involves a balancing of various "economic, environmental, social, and technological factors." As stated earlier, San Diego has attempted to accommodate these factors in devising a staged growth management plan for the city which includes the North City West development. Assuming this accommodation is a reasonable one; San Diego is entitled to rely on it in evaluating various project alternatives. The cost-benefit analysis which led to the accommodation is of course subject to review, but it need not be mechanically restated at every stage of an approval process. In this sense, "feasibility" under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors. We accordingly conclude that San Diego did not abuse its discretion under CEQA in rejecting various project alternatives as infeasible.

(133 Cal.App.3d at pp. 415-417 [footnotes and citations omitted].)

The City of Stockton finds itself in a situation very similar to the one described above. Located in the heart of an area that Californians, other American citizens, and foreign immigrants all seem to find very desirable, the City has chosen to plan for projected growth rather than to adopt policies intended to repel or reject such growth, with the likely unintended consequences that redirected growth will go somewhere other than Stockton, possibly with environmental consequences worse than those anticipated as a result of the Stockton 2035 General Plan as adopted.

Alternative 5: Reduced Growth Alternative – Optional Land Use Scenario

This EIR also analyzes the environmental impacts of an additional alternative that is similar to Alternative 4, but with one minor exception. As previously described, Alternative 4 was developed as a result of comments received during the initial public scoping process of the Project. This alternative includes a reduced SOI with future development occurring under the "Village" concept, although only 7 village areas would be proposed under this alternative. Alternative 5 proposes similar land uses; however, the entire proposed "Village" area (south of the Stockton Municipal Airport) would be converted to an "Industrial" land use designation.

Feasibility/Ability To Meet Project Objectives

Given the similarities of this alternative to Alternative 4, this alternative is considered consistent with the same objectives as those identified above for Alternative 4. However, because this alternative does not include the development of a future “Village” area within the Stockton Municipal Airport’s AIA, this alternative is considered consistent with project objectives related to airport compatibility. More importantly, though, the alternative does not satisfy the City’s objective to “[m]anage foreseeable population and job growth by identifying 2035 City boundaries calculated to reflect realistic market conditions and growth assumptions, with the objective that, to the extent feasible, new development will proceed in an orderly fashion within City boundaries rather than in the unincorporated area, and be subject to land use principles and concepts intended to discourage development in areas with sensitive resources, critical habitats, and important scenic resources.”

All of the reasons for which the City Council rejected Alternative 4 as infeasible apply with respect to Alternative 5. Rather than repeat the detailed discussion preceding the finding rejecting Alternative 4 as infeasible, the Council instead incorporates that discussion by reference into this discussion of Alternative 5, and similarly rejects Alternative 5 as infeasible. As with Alternative 4, the City Council believes that the alternative is premised on unrealistic assumptions about future growth pressures and an unwillingness to grapple directly with such pressures so that new growth in the region can be under the City’s control to the extent possible. The Council also finds that the alternative fails to fully satisfy the City’s growth management project objectives. (See City of Del Mar, *supra*, 133 Cal.App.3d at p. 417; Sequoyah Hills, *supra*, 23 Cal.App.4th at p. 715.)

Part IV – Statement of Overriding Considerations

As previously described, the City has found that several impacts of the Project remain significant following adoption and implementation of the mitigation measures described in the Final EIR. These significant impacts are summarized below in Table 1-6:

**TABLE 1-6
SUMMARY OF IMPACTS CONSIDERED TO BE SIGNIFICANT AND UNAVOIDABLE**

Impact	Impact Conclusion
AESTHETICS	
NCR-13 The Project would substantially degrade the existing visual character or quality of the site and its surroundings.	SU
NCR-14 The Project would have a substantial adverse effect on a scenic vista or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	SU
NCR-15 The Project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	SU

**TABLE 1-6
SUMMARY OF IMPACTS CONSIDERED TO BE SIGNIFICANT AND UNAVOIDABLE**

Impact	Impact Conclusion
AGRICULTURAL RESOURCES	
NCR-9 The Project would result in the substantial conversion of important farmland to non-agricultural uses.	SU
NCR-11 The Project would involve other changes in the existing environment that, due to their location or nature, could result in conversion of Important Farmland, to non-agricultural uses.	SU
AIR QUALITY	
HS-7 The Project would result in a cumulatively considerable net increase of criteria pollutants. Future growth in accordance with the Project would exceed the daily SJVAPCD thresholds for NOx and ROG.	SU
HS-8 The Project would conflict with or obstruct implementation of the applicable air quality plan.	SU
HS-9 The Project would violate an air quality standard or contribute substantially to an existing or projected air quality violation.	SU
HS-10 The Project would expose sensitive receptors to substantial pollutant concentrations.	SU
BIOLOGICAL RESOURCES	
NCR-1 The Project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service.	SU
NCR-2 The Project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	SU
NCR-3 The Project would have a substantial adverse effect on sensitive wetland habitats (including, but not limited to marsh, vernal pool, etc.) through direct removal, filling, hydrological interruption, or other means.	SU
NCR-4 The Project would interfere substantially with the movement of 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.	SU
CULTURAL RESOURCES	
NCR-7 The Project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.	SU
HAZARDS AND HAZARDOUS MATERIALS	
HS-15 The Project could result in development located within an airport land use plan area or/and could result in a safety hazard for people residing or working in the Study Area.	SU
HS-16 The Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	SU

**TABLE 1-6
SUMMARY OF IMPACTS CONSIDERED TO BE SIGNIFICANT AND UNAVOIDABLE**

Impact	Impact Conclusion
HYDROLOGY AND WATER QUALITY	
PFS-3 The Project has the potential in the long-term to 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.	B/SU
PFS-12 The Project would 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.	SU
LAND USE AND PLANNING	
LU-2 Development proposed under the Draft General Plan would conflict with an adopted applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.	SU
NOISE	
HS-1 The Project would result in the 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; or would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	SU
HS-2 The Project will result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	SU
PUBLIC SERVICES (INCLUDING RECREATION) UTILITIES	
PFS-1 The Project would require or result in the construction of new water treatment facilities or expansion of existing facilities the construction of which could cause significant environmental effects.	SU
PFS-2 The Project would require new or expanded water supply entitlements.	SU
PFS-5 The Project would require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	SU
PFS-7 The Project could require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	SU
PFS-8 The Project would produce substantial amounts of solid waste that would exceed the permitted capacity of a landfill serving the Study Area.	SU
PFS-11 The Project may require the construction or expansion of additional energy infrastructure facilities, the construction of which could cause significant environmental effects.	SU
PFS-13 The Project would include fire protection/law enforcement facilities or require the construction or expansion of facilities which would have an adverse physical effect on the environment.	SU
PFS-17 The Project would include libraries/community facilities or require the construction or expansion of facilities which could have an adverse physical effect on the environment.	SU

**TABLE 1-6
SUMMARY OF IMPACTS CONSIDERED TO BE SIGNIFICANT AND UNAVOIDABLE**

	Impact	Impact Conclusion
RW-2	The Project would include recreational facilities or require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.	SU
TRANSPORTATION		
TC-1	The Project would result in a substantial increase in vehicular traffic.	SU
TC-2	The Project would result in a substantial increase in public transit usage.	SU
TC-3	The Project would result in a substantial increase in bicycle and pedestrian activity.	SU
TC-4	The Project would result in substantial changes in accessibility to Stockton-area railroad terminals and cargo transfer points.	SU
TC-5	The Project would result in a substantial change in the accessibility to the Port of Stockton.	SU
TC-6	The Project would result in a substantial change in the accessibility to the Stockton Municipal Airport.	SU

Overriding Considerations Justifying Project Approval

In accordance with CEQA Guidelines Section 15093, the City Council has, in determining whether or not to approve the Project, balanced the economic, social, technological, and other benefits of the Project against its unavoidable environmental risks, and has found that the benefits of the Project outweigh the significant adverse environmental effects that are not mitigated to less-than-significant levels, for the reasons set forth below. The following statements identify the reasons why, in the City Council’s judgment, the benefits of the Project outweigh its unavoidable significant effects. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a Court were to conclude that not every reason is supported by substantial evidence, the City Council will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this Section (IV), and in the documents found in the Record of Proceedings, as defined in Section I.

Creation of Jobs and Economic Benefits

Buildout of the Project will result in the creation of a significant number of both permanent and construction-related jobs. This number of jobs would vary over time depending on the pace at which development of the various land uses occurs. Given the amount of development that will occur with full implementation of the Project.

Framework for the Orderly Management of Future City Growth

The intent of the Project is to provide the City with a framework for future orderly growth and development, provide its citizens with necessary services, and protect natural and cultural resources within and around the City. Population projections based on State and local government data provide growth assumptions for the City of Stockton and the surrounding area. Although implementation of the Project would induce some of the population and housing growth in the City, in part because it increases intensity of uses and densities in future urban centers, close to transportation nodes, these population projections indicate that similar growth would occur in the City under the existing General Plan and existing SOI but without the benefit of concentrating growth in specified residential areas (the proposed Village concept).

The Project contains goals and policies to maintain the character of the City and minimize the environmental impacts of anticipated growth. The updated policies are considered feasible and as such, take into account market conditions and realistic growth assumptions that are consistent with the land use principles/concepts of the region and that discourage undesirable development in areas with sensitive natural resources, critical habitats and important scenic resources. In addition, the Proposed Project encourages orderly growth by encouraging new development to occur in areas adjacent to existing urban uses and requires developers to provide service extensions.

Updated Policies that Reflect Current Environmental and Planning Trends

A key objective of the Project is to provide updated policy guidance that incorporates current environmental and regulatory trends (see page 2-7 and 2-8 of the draft EIR). The City's last General Plan update occurred in 1990. During that time, a number of important environmental and planning regulations have been implemented including State guidance under Assembly Bill 32 to address global warming solutions. Similar to the previous discussion regarding orderly management of future population growth, the Project contains a number of goals and policies that have specifically been developed to reflect current environmental and planning trends. For example, the Project contains updated policies designed to protect important biological resources including an updated policy that was specifically developed with assistance from California Department of Fish and Game staff to address interim compliance with the San Joaquin County Multi Species Habitat Conservation and Open Space Plan. The Project also contains a number of policies that specifically address land use and airport compatibility issues and incorporates key regulatory guidance from the San Joaquin Valley Air Pollution Control District. Additionally, the Project includes a number of policies that reflect a variety of energy conservation measures (i.e., solar power, green building technologies, etc.) designed to help address global warming issues.

Increased Opportunities for Infill Development

An additional key objective of the Project calls for the encouragement of maximized infill (100%) development (see page 2-7 and 2-8 of the draft EIR) as part of the orderly expansion of the City. This objective formalizes local development trends that have been occurring within the City's downtown area (i.e., Weber Point, Stockton Arena, etc.) over the past several years and reinforces the City's objectives for additional "infill" development which balances the desire for newer

“village” development in response to projected growth patterns that require an expanded City footprint under any realistic long-time planning scenario. Implementation of the Project formalizes the City’s acknowledgement of the importance of infill development (including development of vacant infill and high-density land uses) in addition to developing Villages along the periphery of the existing urban land uses to management future growth.

1.3 Mitigation Monitoring and Reporting Program

In accordance with CEQA and the CEQA Guidelines, the City Council must adopt a mitigation monitoring and reporting program to ensure that the mitigation measures adopted herein are implemented in the implementation of the Proposed Project. In the case of the Project, one of the primary components of the Project includes preparing an update to the City’s existing General Plan. Consistent with the CEQA Guidelines (Section 15097(b)), the monitoring plan applies to all of the policies and implementation measures identified in the general plan, in particular to those identified in Appendix D of this document. Consistent with the CEQA Guidelines (Section 15097 (b)), the City’s annual report on the status of the general plan will serve as the basis for its mitigation monitoring and report program and will not require a separate mitigation monitoring and reporting program. As previously described above in Part II “Impacts and Mitigation Measures”, several of the policies and implementation measures provided in the Draft EIR were modified in response to comments, and other policies were added to the Final EIR in response to such comments. The revisions and new policies are incorporated into the Project.

1.4 Resolutions of Approval

The City Council hereby takes the following actions and makes the following approvals:

1. The City Council has certified the Final EIR in Section 1.1, above.
2. The City Council hereby adopts as conditions of approval all mitigation measures (policies and implementation measures of the Project) within the responsibility and jurisdiction of he City as set forth in Section 1.2 (Part II) of the findings, above.
3. The City Council hereby adopts the Mitigation Monitoring Program for the Project as discussed in Section 1.2 (Part IV) of the findings, above.
4. The City Council hereby adopts the findings and statements of overriding considerations set forth above in their entirety as its findings for these actions and approvals.
5. Having certified the Final EIR, independently reviewed and analyzed the Final EIR, incorporated policies and implementation measures into the Project, and adopted findings and a statement of overriding considerations, the City Council hereby separately approves the City of Stockton 2035 General Plan Update.

Appendix A

Summary of Proposed Goals and Policies Report Changes





APPENDIX A

Summary of Proposed Goals and Policies Report Changes

Introduction

The following information provides a summary of the proposed changes to the Goals and Policies Report. The summary table reflects recommendations made by the City of Stockton Planning Commission through the public hearings which concluded on October 17, 2007.



Stockton General Plan – Goals and Policies Report

Summary of Comments – Proposed Changes

Yellow highlighted cells represent rows in the table that have been added or have changed in content since the original Planning Commission package was published.

This version reflects recommendations made by the Planning Commission through the hearing held on September 27, 2007.

#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
A	Mod	Staff	On all implementation measures, increase timeframes by one year at beginning and combine the last two timeframes. Would become: 2008 – 2009; 2010 – 2015, 2016 – 2035; On-Going.	Staff recommends change	Global	Concur with Staff to recommend change	
1	Mod	Staff	Add bullet and indent paragraph on "Children's Museum of Stockton."	Staff recommends change Clarification provided by Director of Library Services.	02-07	Concur with Staff to recommend change	
2	Mod	Staff	Add a new bulleted item under the paragraph on "Children's Museum of Stockton." Stockton – San Joaquin County Public Library. The Stockton Public Library was established in 1880 and is the eleventh oldest library in California. In 1910, San Joaquin County contracted with the City of Stockton to provide library services to County residents. The Stockton-San Joaquin County Library's City/County partnership is unique in the state. The Library offers collections, programs and services that support the cultural interests of the residents of the City and County.	Staff recommends change New background information provided by Director of Library Services.	02-07	Concur with Staff to recommend change	

Stockton General Plan – Goals and Policies Report

Summary of Comments – Proposed Changes

#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
3	Mod	Staff	Conditional Use Permit. Use Permit. A Use Permit (CUP) is used for specific land uses that due to their type of activities may create unique impacts that need to be addressed for each site. A CUP may require a public hearing, and if approval is granted, is usually subject to the fulfillment of certain conditions by the developer/operator.	Staff recommends change Correction to match Development Code.	03-02	Concur with Staff to recommend change	
4	Mod	Staff	LU-Table 3-1 Development Intensity Standards Add "PT" (Port Zone) to list of corresponding Zoning Designations.	Staff recommends change Added missing zoning designation to table.	03-06	Concur with Staff to recommend change	
5	Mod	Staff	Institutional (IN) Allowed uses: public and quasi-public land uses such as schools, libraries, colleges, water treatment facilities, airports, some governmental offices, federal installations, and other similar and compatible uses. Maximum floor area ratio (FAR): 0.5 outside the downtown area. FAR of 5.0 within the downtown area	Staff recommends change Clarification provided by Director of Library Services.	03-08	Concur with Staff to recommend change	
5a	Mod	BIA	LU-1.11 Safe Development The City shall limit urban growth in areas with hazardous nuisance conditions such as noise, flooding or unstable soils if such conditions cannot be adequately mitigated. [Source: Section 1, Urban Growth and Overall Development; Goal 4, Policy 2]	Staff recommends change	03-11	Concur with Staff to recommend change	
5b	N/C	BIA	BIA had an alternative statement, as follows: LU-1.13 Growth Phasing <u>Prior to approving a development proposal, the City shall phase growth based on consider various factors including the availability of adequate water supplies, market forces, infrastructure financing capacity, and the timing of the design, approval, and construction of water supply and transportation</u>	Staff does not recommend this change City wishes to maintain ability to address the logical and orderly pattern of growth.	03-11	Concur with Staff (no change to policy)	

Stockton General Plan – Goals and Policies Report

Summary of Comments – Proposed Changes

#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
			facilities and other infrastructure. <i>[New Policy] [Public Comment]</i>				
5c	N/C	Armaiz Dev. Co.	LU-2.2 Agricultural Buffer The City shall support the establishment of a permanent agricultural/open space buffer along the ultimate edge of the Urban Service Area. Buffer or setback areas would follow along parcel boundary lines and be established with a minimum width of 100 feet. <i>[EN]</i>	Staff does not recommend this change Agencies have commented on the need for buffers to provide adequate transitions between urban and agricultural uses.	03-12	Concur with Staff (no change to policy)	
5d	N/C	Armaiz Dev. Co.	LU-2.3 Land Conversion within the Urban Service Area The City shall discourage the premature conversion of agricultural land to urban uses within the Urban Service Area.	Staff does not recommend this change This is a long-standing policy of the City. Key to this policy is the term “premature conversion.” While urban designated areas will convert over time, it is desirable to control the location and timing to preserve agricultural operations as long as possible.	03-12	Concur with Staff (no change to policy)	
5d1	Del	Staff	LU-2.4 Community Gardens and Agricultural Education Programs The City shall encourage the establishment of community gardens; non-profit agricultural learning centers; and agricultural education programs within the city limits in order to educate residents about the county’s agricultural industry. <i>[New Policy, Public Comment]</i>	Staff recommends change Policy is already included as Policy NCR-4.7 on page 13-9. The policy is more appropriately located in the NCR Element, and the duplicate should be removed.	03-12	Concur with Staff to recommend change	

Stockton General Plan – Goals and Policies Report

Summary of Comments – Proposed Changes

#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
5e	N/C	Arnaiz Dev. Co.	LU-4.6 Commercial Strip-Centers The City shall encourage the creation of new strip-commercial areas along arterial streets to reduce traffic congestion and to enhance the visual appearance of the city.	Staff does not recommend this change Plan is working to avoid auto-centric development for community and neighborhood centers and to promote pedestrian and transit connections.	03-14	Concur with Staff (no change to policy)	
5f	N/C	Arnaiz Dev. Co.	LU-4.10 Commercial Cluster Encouragement/Protection The City shall encourage the clustering of commercial uses and discourage the splitting of commercial clusters of centers by arterial roadways.	Staff does not recommend this change Plan is working to avoid auto-centric development for community and neighborhood centers and to promote pedestrian and transit connections.	03-14	Concur with Staff (no change to policy)	
6	Del	Staff / FEIR	Due to the age of the studies and structural/operational changes at the airport, the General Plan includes policies that require land use plans to be based on an updated noise study and master plan at the Airport. To promote land use compatibility, the City will establish a conservative Airport Influence Area (AIA). The AIA will be based on criteria established in Government Code 21675.1(b), which defines a certain "study area" for airports that do not have a defined planning area.	Staff recommends change A noise study for the Airport was conducted as part of the preparation of the General Plan EIR and allowed refinement of the policy approach to this issue, and this statement was no longer necessary.	03-16	Concur with Staff to recommend change	
7	Mod	Staff / FEIR	LU-6.1 Airport Influence Area The City of Stockton will utilize the AIA adopted by the County Airport Land Use Commission for Stockton Metropolitan Airport as part of an update performed in 2008 or thereafter. In general, the AIA should be defined to encompass: 1. All lands that, due to their proximity to the airport, are subject to a materially greater level of safety risk and/or adverse environmental effect (e.g., noise) from present or foreseeable future airport operations than lands more distant from the airport, and all lands in the vicinity of the airport on which certain land uses (e.g., residential or	Staff recommends change A noise study for the Airport was conducted as part of the preparation of the General Plan EIR and allowed refinement of the policy approach to this issue.	03-16	Concur with Staff to recommend change	

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8	Del	Staff / FEIR	<p>educational) could inhibit present or foreseeable airport operations due to the increased safety risks or adverse environmental effects (e.g., noise) on sensitive receptors that could result from such land uses. EIR</p> <p>Prior to the adoption of a new AAZ, the AAZ will be defined as all properties within the notified miles of the airport boundary, as illustrated on Figure 3-2, [New Policy, City/Consultants]</p> <p>LU-6.3 Interim Land-Use Compatibility Prior to adoption of a new Airport Land Use Compatibility Plan (ALUCP) to reflect current facility/operational parameters, the City shall utilize the following criteria for evaluation of land-use applications within the AAZ:</p> <ol style="list-style-type: none"> 1. All project submittals shall be circulated to the ALUC for review and comment. 2. Land use regulations in the existing ALUCP will apply for areas defined as being in the following Airport Land Use Zones (as defined in the existing ALUCP): Inner Approach Zone, Outer Approach Zone, Primary Surface Zone, Runway Protection Zone, and Transitional Zone. 3. For areas outside of the zones defined in Item 2, but within the AAZ, applications for the following land uses will not be allowed until an updated ALUCP is prepared that demonstrates the suitability of the proposed land use or, in the meantime, an Aviation Compatibility Study is provided with the application for review by the City and the ALUC, that demonstrates the suitability of the use in the proposed location/configuration: <ul style="list-style-type: none"> • Residential 	<p>Staff recommends change</p> <p>A noise study for the Airport was conducted as part of the preparation of the General Plan EIR and allowed refinement of the policy approach to this issue, and this statement was no longer necessary.</p>	03-16	Concur with Staff to recommend change	

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9	Mod	Staff	<p>Schools (except flight schools), libraries, hospitals, nursing homes, hotels, motels, dormitories, and other similar uses</p> <p>Noise sensitive uses such as outdoor theaters</p> <p>Public assembly uses</p> <p>Uses that pose hazards to aviation safety</p> <p>Facilities with a height of over 70 feet</p> <p>If the City decides to allow any of the uses in Item 3, such uses shall be required to have interior noise levels (attributable to exterior sources) that shall not exceed 45 dB in any habitable structure. EIR</p>	Staff recommends change Editorial correction	03-16	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
10	Del	Staff / FEIR	Delete Figure 3-2. Interim AIA (2 Nautical Miles)	Staff recommends change A noise study for the Airport was conducted as part of the preparation of the General Plan EIR, therefore, this figure was no longer necessary.	03-17	Concur with Staff to recommend change	
11	New	FEIR	<u>LU-6.3 Obstructions</u> The City will ensure the height of new structures complies with Federal Aviation Administration (FAA) Part 77 requirements. <u>NEW POLICY/ FEIR</u>	Staff recommends change New policy reuses number from deleted policy (See item 8). Recommended mitigation from EIR analysis.	03-17	Concur with Staff to recommend change	
12	Mod	Staff / FEIR	<u>LU-6.4 Infill Within Adopted AIA</u> Where substantial incompatible development already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone, consistent with Public Utilities Code Sections 21676 and 21676.5. These sections do not apply to areas within the zones delineated in Item 2 of LU-6.2. Projects can be considered infill if they meet all of the following criteria: The project site is bounded on at least three sides by uses similar to those proposed. 2. The proposed project would not extend the perimeter of the area developed with incompatible uses. 3. The proposed project does not otherwise increase the intensity and/or incompatibility of use through use permits, density transfers or other strategies. <u>NEW POLICY/ FEIR</u>	Staff recommends change A noise study for the Airport was conducted as part of the preparation of the General Plan EIR and allowed refinement of the policy approach to this issue.	03-18	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
13	Mod	FEIR	<p>LU-6.7 Noise Analysis As deemed necessary by the City, the environmental review for discretionary development projects located near the airport shall include a night-evening-noise analysis. New Policy FEIR</p> <p>LU-6.7 Interior Noise Within Adopted AIA Sound attenuation shall be included in the requirements of new projects to provide interior noise levels (attributable to exterior sources) that do not exceed 45 dB in any habitable structure. FEIR</p>	<p>Staff recommends change This policy, which assists in mitigating noise impacts related to the airport, was revised during the preparation of the FEIR to better address impact mitigation.</p>	03-18	Concur with Staff to recommend change	
13 a1	New	Arnaiz Dev. Co.	<p>Comment stated that the City should include an implementation to support Policy LU-4.9. City staff suggests the following: The City shall evaluate the development of incentives to promote reuse of distressed commercial areas. Such incentives may include permit streamlining, density bonuses, and other appropriate tools.</p>	<p>Staff recommends change Implementation by Community Development Department, On-going activity.</p>	03-19	Concur with Staff to recommend change	
13 a	Mod		<p>Implementation Measure #5 5. The City will prepare and adopt modifications to the General Plan needed to bring the General Plan into compliance with any Land Use Plan AUCCP adopted after 2006 by the San Joaquin County Airport Land Use Commission.</p>	<p>Staff recommends change</p>	03-20	Concur with Staff to recommend change	
14	Del/ New	FEIR	<p>6. The City shall conduct thorough site plan review for all major development projects to ensure consistency with the goals, policies, and standards of the city. New implementation</p> <p>6. The City shall revise their Development Code to include standards for the evaluation of impacts related to aviation operations within the AIA, including single event noise where appropriate.</p>	<p>Staff recommends change New implementation reuses number from deleted implementation. This implementation, which assists in mitigating noise impacts related to the airport, was revised during the preparation of the FEIR.</p>	03-20	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
14 a	Mod	Armaiz Dev. Co.	HE-1.3 Transit Oriented Development The City shall encourage new high density residential uses and high intensity non-residential uses to locate <u>residential uses near main transportation routes to offer an alternative means of transportation, ensure convenient access to employment centers, schools, shopping, and recreational facilities.</u>	Staff recommends change proposed (with editorial modification)	04-01	Concur with Staff to recommend change	
15	Mod	Staff	Housing Element, Implementation Measure 19. Develop and Administer Fair Review Processes: The City shall continue to develop and administer review processes in a manner that encourages affordable housing development <u>and streamlines the overall permitting process.</u>	Staff recommends change Implementation to use streamlining was missing from the draft General Plan. Text added to clarify.	04-16	Concur with Staff to recommend change	
15 a	New	Staff	Housing Element, Implementation Measure 36. Establish an affordable housing task force consisting of representatives from the City Council, Planning Commission, housing advocates, the development community, and citizens as appropriate to guide development of future Housing Elements and related programs.	Staff recommends change	04-16	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
16	Mod	Staff & Stockton 2020	ED-1.6 Quality of Life The City shall strive to cultivate a <u>business-climate culture of education and entrepreneurship that features an outstanding quality of life, which includes recreational and cultural amenities, a range of residential opportunities, good municipal services, an excellent K-12 educational system, innovative and responsive public library services, good public safety, healthful air quality, recreational and shopping opportunities, cultural diversity, and good neighborhood design. [Source: E. D. /Fiscal Sub-team]</u>	Staff recommends change Clarification provided by Director of Library Services and Stockton 2020.	05-02	Concur with Staff to recommend change	
17	New	Staff	ED-4.17 Protecting Industrially Designated Areas <u>The City finds it important to protect land uses, such as Industrial Development, Business and Industrial Parks, and the Transportation Corridors, which serve land so designated. Protection of intrusion from non-compatible land uses are essential to provide for long-term job development and investment.</u>	Staff recommends change New policy recommended by Community Development staff to protect economic development potential from encroachment by incompatible land uses.	05-06	Concur with Staff to recommend change	
18	New	Staff	ED-5.9 Library Construction Bonds <u>The City shall support state and local bond initiatives to build more libraries and create community-based and regional centers for library services.</u>	Staff recommends change New policy requested by Director of Library Services.	05-07	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
18 a	N/C	Arnaiz Dev. Co.	Question posed asks what are the objectives and how does this differ from the Design Guidelines.	No change recommended The Design Guidelines must be consistent with the General Plan. This is providing policy context for the Design Guidelines.	06-03	Question, no action necessary	
18 b	N/C	Arnaiz Dev. Co.	Question on content and how this relates to the Design Guidelines.	No change recommended The Design Guidelines must be consistent with the General Plan. This is providing policy context for the Design Guidelines.	06-03	Question, no action necessary	
18 c	N/C	Arnaiz Dev. Co.	Question on content and how this relates to the Design Guidelines.	No change recommended The Design Guidelines must be consistent with the General Plan. This is providing policy context for the Design Guidelines.	06-03	Question, no action necessary	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
18 d	Mod	BIA	Districts and Villages – Objectives Maintain a cohesive City development pattern that focuses new development in a “Village” pattern, while encouraging existing neighborhood revitalization and maximize 40% infill development.	Staff recommends change shown on the left. Achieving 100% infill is probably not possible. The City is striving to maximize infill potential. Staff added the wording “ <u>maximize</u> ”. BIA requested that “ <u>where appropriate</u> ” be added at the end. Staff does not support this change.	C-2	Concur with Staff to recommend change shown under column “Proposed Change”	Words “where appropriate” were originally shown in the staff recommendation by mistake. Staff clarified that adding these words was not recommended. Proposed change was updated to reflect the staff recommendation voted on.
19	Mod	Staff	DV-1.2 Mixed-use and Mixed Density A mix of housing and land uses will be realized in every district and village. Denser housing would be located along transit routes and adjacent to commercial areas. Land uses will be mixed and organized around public streets and spaces. Housing, employment, civic facilities, and commercial services would become part of mixed-use district and village centers. Institutional uses, such as churches, and schools and libraries would be located in residential areas providing an opportunity for joint use of park spaces and provide neighborhood social and physical focal points. <i>[New Policy]</i>	Staff recommends change Clarification provided by Director of Library Services.	07-02	Concur with Staff to recommend change	
19 a1	Mod	Comm. Fugazi	Figure 7-2 shows an item 23, but text has no similar item. Recommend removal if not needed.	Staff will evaluate.	07-06	Remove number	If not needed, it will be removed. Otherwise, item will be reevaluated.
19 a	Mod	Arnaiz Dev. Co.	DV-2.6 High Employment Commercial Development The City shall encourage high-rise commercial and office uses, particularly those characterized by a large number of employees, such as government buildings and office headquarters, to locate in the downtown or within projects already approved prior to the adoption of this General Plan. The City shall discourage such uses in other commercial districts outside the downtown.	Staff recommends change Change provided to clarify intent based on questions posed in comment.	07-13	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
19 b	N/C	BIA	DV-4.8 Infill and Villages The City shall encourage and plan for infill development and downtown revitalization and shall monitor infill and village growth and ensure that infill activities for development activity in the city. <i>[New Policy, Public Comment]</i>	Staff does not recommend this change Plan is designed to ensure infill is a key part of future development.	07-15	Concur with Staff (no change to policy)	
19 c	Mod	Arnaiz Dev. Co.	Specific Plan or Master Development Plan Content. All specific or master development plans prepared for a village designated area must meet the requirements of State law and be comprised of four planning frameworks. Within each framework, the specific or master development plan will provide the goals and policies that will guide future decisions on projects within the specific or master development plan area. The frameworks will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/timing.	Staff recommends change Change provided to clarify the intent.	07-18	Concur with Staff to recommend change	
19 d	Mod	Staff & BIA	DV-5.2 New Village Development Shall Benefit City Residents The City shall require that all planned Village developments provide specific amenities and programs that will benefit all City residents where applicable. <i>[New Policy, Public Comment]</i>	Staff recommends the change shown on the left. The provision of programs is a City function to City residents. The BIA requested a few other changes that staff does not support. There complete request is: The City shall require that all planned Village developments should be encouraged to include specific amenities and programs that will benefit all City residents where applicable. <i>[New Policy, Public Comment]</i>	07-19	Concur with Staff to recommend change shown under column "Proposed Change"	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
19e	Mod	Armaiz Dev. Co.	<p>Comment noted that the graphic on Page 7-20 does not illustrate 4. Transition Neighborhoods.</p> <p>For the final document, the graphic on Page 7-20 will be updated to show a "4" on the edge of the village example. The description of Transitional Neighborhoods clearly discusses the intent.</p>	<p>Staff recommends change</p> <p>Change provided to clarify the intent based on question posed in the comment.</p>	07-20	Concur with Staff to recommend change	
19f	Mod	Staff	<p>Village Center Location Criteria.</p> <ul style="list-style-type: none"> The Village Center shall be located within the interior of the Village (unless stated otherwise in the description of the individual villages to reflect the physical shape or location of the village) and shall not have direct access from roadways along the exterior of the Village. The Village Center shall be located along the primary arterial street in the Village, and will be located only on one side of the arterial. The Village Center shall not be located at an intersection of two or more arterial streets. The Village Center shall be located to take advantage of transit opportunities. Villages can have more than one Village Center based on total projected population. One Village Center is allowed for each 10,000 population. 	<p>Staff recommends change</p> <p>Editorial change to enhance consistency.</p> <p>Also see 19g.</p>	07-21	Concur with Staff to recommend change	
19g	N/C	Armaiz Dev. Co.	<p>Village Center Location Criteria.</p> <ul style="list-style-type: none"> The Village Center shall be located within the interior of the Village and shall not have direct access from roadways along the exterior of the Village. The Village Center shall be located along the primary arterial street in the Village, and will be located only on one side of the arterial. The Village Center shall not be located at an intersection of two or more arterial streets. The Village Center shall be located to take advantage of transit opportunities. Villages can have more than one Village Center based on total 	<p>Staff does not recommend this change</p> <p>Commenter wanted criteria deleted saying that the Village Center should not be centrally located. Comment states that "The requirement for commercial to be centrally located with a Village does not take into account the future economic viability for the commercial component. It is more appropriate to have the commercial component of a Village to</p>	07-21	Concur with Staff (no change to policy)	

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			projected population. One Village Center is allowed for each 10,000 population.	be located at a convenient location within the Village or at a location that can serve the Village while also being easily accessible to residents living outside the Village in order to assure economic success.” The criteria do not require a central location, but they do specify that the Village Center can not be on the outer edge of the village. Also see 19f.			
20	Mod	Staff	1. Village Center. The Village Center neighborhood is the heart of the village, containing a mix of retail, office, residential, and public uses. The commercial component could include uses such as a supermarket, retail shops, restaurants, service commercial, and entertainment. Office and residential uses can be mixed in with commercial core as a second floor element. Other village serving uses, such as a community center, library, day care center, fire station, and other similar uses are encouraged to locate in the Village Center.	Staff recommends change Clarification provided by Director of Library Services.	07-22	Concur with Staff to recommend change	
21	Mod	Staff	Village B Due to its location, this Village may not generate enough area traffic to support a full neighborhood commercial center. The Village shall include plans for a Village Center area near the middle of the Village that contains community facilities (parks, schools, library, community center, etc.) that will act as a focal point for the Village. Commercial uses are not allowed along Eight Mile Road.	Staff recommends change Clarification provided by Director of Library Services.	07-22	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
21 a	N/C	Armaiz Dev. Co.	Village D Typical Village design with Village Center located along the new arterial shown on the Land Use Diagram north of Eight Mile Road. Commercial uses along Sacramento Road or Eight Mile Road are not allowed.	Staff does not recommend this change	07-22	Concur with Staff (no change to policy)	
22	Mod	Staff	Village F Like Village B, this area may not have enough support for a neighborhood commercial center component due to commercial existing or planned in the area. The Village shall include plans for a Village Center area near the middle of the Village that contains community facilities (parks, schools, library, community center, etc.) that will act as a focal point for the Village. Commercial uses are not allowed along Eight Mile Road.	Staff recommends change Clarification provided by Director of Library Services.	07-22	Concur with Staff to recommend change	
23	Mod	Staff	Village G Due to its proximity to Highway 99, small service commercial centers are allowed near interchanges at Eight Mile Road and on the east side of Highway 99 at the new northern arterial. This area may not have enough support for a neighborhood commercial center component due to commercial existing or planned in the area. The Village shall include plans for a Village Center area near the middle of the Village that contains community facilities (parks, schools, library, community center, etc.) that will act as a focal point for the Village. Commercial uses are not allowed along the new northern arterial on the west side of Highway 99.	Staff recommends change Clarification provided by Director of Library Services.	07-23	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
23 a	N/C	Armaiz Dev. Co.	Village L Given the shape of this Village Area, the Village Center can be located along either arterial (French Camp Road or South Airport Way). Unlike typical village design, the Village Center here can be located at the intersection of the two arterials, but only on one corner. This Village should be designed to take full advantage of the slough area, and provide a public trail along this alignment. A pedestrian overcrossing may be warranted over French Camp Road.	Staff does not recommend this change	07-23	Concur with Staff (no change to policy)	
23 b	N/C	Armaiz Dev. Co.	DV-5.14 Interconnected / Usable Open Space Within each village, a minimum of ten percent of the gross village area will be reserved for common open space.	Staff does not recommend this change The additional open space is provided as a design component of the villages. See also 23c	07-24	Concur with Staff (no change to policy)	
23 c	N/C	BIA	DV-5.14 Interconnected / Usable Open Space Within each village, a minimum of ten percent of the gross village area will be reserved for common open space. If a village has natural resources, areas of outstanding scenic, historical, or cultural value, special geological hazardous areas or areas for the protection of places, features and objects, these areas should be preserved as common open space. <i>[New Policy, Public Comment]</i>	Staff does not recommend this change The additional open space is provided as a design component of the villages. See also 23b	07-24	Concur with Staff (no change to policy)	
23 d	N/C	Armaiz Dev. Co.	DV-5.18 Parkland Distribution Parks within each village shall be distributed proportionally to match the distribution of population within the village. Park sizes and location shall be in keeping with serving the population within a walking distance of the park (1/4 mile). At least one community park shall be placed within walking distance (1/4 mile) of the Village Center Neighborhoods. Each Village development shall contribute to the creation of City regional parks.	Staff does not recommend this change Policy states that "Parks within each village..." That is, the parks proposed to be inside the village should be balanced to serve the population in the village. Unless a regional park is proposed inside a village, this policy would not apply to that type of facility.	07-25	Concur with Staff (no change to policy)	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
24	Del	Staff	<p>DV-5.18 Parkland Distribution Parks within each village shall be distributed proportionally to match the distribution of population within the village. Park sizes and location shall be in keeping with serving the population of the neighborhood, with a walking distance of the park (1/4 mile) at least one community park shall be placed within walking distance (1/4 mile) of the Village Center Neighborhoods. Each Village development shall contribute to the creation of City regional parks. <i>[New Policy, Public Comment]</i></p>	<p>Staff recommends change Specific distance removed to allow flexibility in picking the best site based on area needs, population distribution</p>	07-26	Concur with Staff to recommend change	
24 a	New	Staff	<p>New Implementation Measure Proposed (Implements DV-3.2, Community Development Department, first time period) Za. The City will develop a set of tools that can be used to encourage or assist with infill development. In infill areas, this may include fast-track approvals, changes in fee structures, prioritization of infrastructure improvements to infill areas, etc.</p>	<p>Staff recommends change</p>	07-26	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
25	Mod	Staff	Revised Figure 8-1A, Draft 2035 GP Roadway System (attached at the end of this document)	Staff recommends change Slight changes in notations, but no substantive changes.	08-05	Concur with Staff to recommend change	
26	Mod	Staff	Revised Figure 8-1B, Preliminary 2035 Transit System (attached at the end of this document)	Staff recommends change Location of Bus Rapid Transit (BRT) line shown on Eight Mile Road. Should have been shown on the east-west arterial proposed to run through the Village centers north of Eight Mile Road. Correction proposed.	08-07	Concur with Staff to recommend change	
26 a	TBD	Rhonda Nunes	I'd like to offer an amendment somewhat to the original idea of how to extend the line from downtown to Delta College: <ol style="list-style-type: none"> 1. Run the line from Fremont Street up Baker to Harding way with a line stop at Harding and Baker; 2. Continue the line up Baker curving around Legion Park with a line stop at the triangle land mass at Baker and Bedford, carving out an extra lane on the Legion Park side so as to accommodate the two existing car traffic lanes; 3. Continue the line up Kensington to Oxford circle with a stop at the Oxford Circle land mass, perhaps car traffic lanes could be one-way on each side of the line(i.e., northbound on the right side, south bound car traffic on the left) in conjunction with traffic calming measures/pedestrian enhancement/bike lanes so as to make the plan more amenable to the residents on Kensington; 4. Continue the line up Kensington to Stadium drive, where "the loop" would commence; 5. Continue the line eastbound on Stadium drive to Pacific 	Planning Commission to consider during presentation of circulation system.	08-07	No change to map	

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			<p>Avenue;</p> <p>6. Run the line up Pacific to March Lane,</p> <p>7. Continue the line westbound on March lane to Pershing Avenue,</p> <p>8. Run the line southbound on Pershing back over the Calaveras river to Alpine Avenue where it could be routed east on Alpine back to Stadium drive.</p>				
27	Mod	Staff	Revised Figure 8-1C, Recommended Bikeway Network (attached at the end of this document)	<p>Staff recommends change</p> <p>The Bikeway Master Plan has been in refinement over the first half of 2007. The attached map is the current proposal for inclusion in that Master Plan.</p>	08-09	Concur with Staff to recommend change	
27 a	N/C	BIA	<p>TC-1.10 Provision of Transportation Infrastructure and Cost Sharing</p> <p>All new development projects shall be required to pay their fair share of the cost of constructing needed transportation and transit facilities, and contributing to ongoing operations and services. This shall include costs associated with mitigating new development impacts on the capacity of existing transportation facilities and services. All essential facilities and services will be installed prior to or concurrent with such new development or phased as specified in the applicable environmental documents. This requirement shall be made a condition of project approval. <i>[New Policy, Public Comment]</i></p>	<p>Staff does not recommend this change</p> <p>The City needs to identify sources of revenue to address on-going maintenance and services. Mitigation should occur concurrent with impacts from new development.</p>	08-11	Concur with Staff (no change to policy)	
28	Mod	FEIR	<p>TC-2.7 Efficient Traffic Flow</p> <p>The City shall ensure that highways and arterial streets within its jurisdiction provide for the efficient flow of traffic. Therefore, the following shall be undertaken:</p>	<p>Staff recommends change</p> <p>Change made in response to comment on the draft EIR.</p>	08-13	Concur with Staff to recommend change	

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			<p>a. Minimize the number of intersections along arterials.</p> <p>b. Reduce curb cuts along arterials through the use of common access easements, backup lots and other design measures.</p> <p>c. Provide grade separations at all major arterials intersections with arterials where practical and feasible where a railroad crosses at least a four-lane existing or future arterial roadway.</p> <p>d. Extend arterials over waterways, railroads and through developed and undeveloped areas, where feasible, to provide for the continuous flow of through traffic and appropriate area access. [Staff/consultant]</p> <p>e. Consider alternative designs for high capacity multi-modal corridors. [Source: Section 3, Streets and Highways; Goal 1, Policy 5; with input from GPAT Subteam meetings and city staff].</p>				
29	Mod	FEIR	<p>TC-2.14 Roadway Dedications The City shall require right-of-way dedications for major public streets and highways right-of-way dedications, highway interchanges, and other major roadway improvements (i.e., arterial and collector streets and related bridges or railroad crossings) at the initial stage of development. [Source: Section 3, Streets and Highways; Goal 3, Policy 3]</p>	<p>Staff recommends change Change made in response to comment on the draft EIR.</p>	08-13	Concur with Staff to recommend change	
30	Mod	FEIR	<p>TC-2.19 Truck Routes Truck routes shall be established in existing and new development areas as needed to efficiently serve truck traffic and to minimize impacts on neighborhoods. The City shall direct truck traffic to designated truck routes. [Source: GPAT Subteam meetings; professional best practice]</p>	<p>Staff recommends change Change made in response to comment on the draft EIR.</p>	08-14	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
31	Mod	FEIR	TC-3.1 Park and Ride Lots The City shall support development of park-and-ride lots at appropriate locations, in consultation with SJRTD, San Joaquin County, SJCCOC, Caltrans, and other agencies, and in compliance with the design features related to park-and-ride facilities that are specified in Policy TC-4.4. [New Policy, Staff/Consultants]	Staff recommends change made in response to comment on the draft EIR.	08-15	Concur with Staff to recommend change	
31 a	Mod	FEIR & Arnaiz Dev. Co.	TC-3.1 Park and Ride Lots The City shall support the location development of park-and-ride lots within the parking lots of commercial and/or office uses or at other at appropriate locations, in consultation with SJRTD, San Joaquin County, Caltrans, and other agencies, and in compliance with the design features related to park-and-ride facilities that are specified in Policy TC-4.4. [New Policy, Staff/Consultants]	Staff recommends change made in response to comment on the draft EIR and comments from Arnaiz Development Company. The Arnaiz Development Company also requested the following be added at the end of the policy, which staff does not support: "Park and Ride lots at stand-alone locations are discouraged."	08-15	Concur with Staff to recommend change shown under column "Proposed Change"	
31 b	Mod	Arnaiz Dev. Co	TC-4.2 Transit-Related Public Improvements The City shall ensure that transit-related public improvements (e.g., bus pullouts, bus shelters) are provided at new developments along arterial and major collector streets provide transit-related public improvements (e.g., bus pullouts, bus shelters) to encourage transit use. [Source: Public Transportation Goal 1 Policy 2]	Staff recommends change	08-16	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
32	New	Staff / FEIR	<p>TC-7.3 – Aviation Easement In an effort to protect the operations of the airport, the city shall require that all new development within the airport area of influence boundary grant an aviation easement on behalf of the airport and shall implement procedures concerning noise and disclosure of airport impacts (including over-flight and noise). <i>(Source: Section 7.3.0 and 7.3.1 of the general plan, and Staff report from Airport Staff)</i></p>	<p>Staff recommends change A noise study for the Airport was conducted as part of the preparation of the General Plan EIR, and policies in the Land Use Element were refined. The refinement also allowed all aviation mitigation policies to be consolidated in the Land Use Element; therefore, this policy could be removed.</p>	08-21	Concur with Staff to recommend change	
33	New	Staff / FEIR	<p>TC-7.5 – Noise Analysis A single event noise analysis shall be required for individual development projects located near the airport and deemed necessary by the City/Aviation Policy</p>	<p>Staff recommends change A noise study for the Airport was conducted as part of the preparation of the General Plan EIR, and policies in the Land Use Element were refined. The refinement also allowed all aviation mitigation policies to be consolidated in the Land Use Element; therefore, this policy could be removed.</p>	08-21	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
34	New	Staff / FEIR	<p>TC-7.6 Consistency with Airport Land-Use Commission Policies</p> <p>The City shall ensure that all development within two miles of the Airport be consistent with the policies adopted by the San Joaquin County Airport Land-Use Commission (except where pursuant to the City's code Sections 21676 and 21676.5, the City Council is pursuant to a two-thirds vote, exercises its option to annex the land notwithstanding a negative recommendation from the ALUC, the Council proposed action is consistent with the purposes of providing for the orderly development of the Airport and the surrounding the airport while protecting the public health, safety and welfare by minimizing the public's exposure to excessive and safety hazards) (FEIR)</p>	<p>Staff recommends change</p> <p>A noise study for the Airport was conducted as part of the preparation of the General Plan EIR, and policies in the Land Use Element were refined. The refinement also allowed all aviation mitigation policies to be consolidated in the Land Use Element; therefore, this policy could be removed.</p>	08-21	Concur with Staff to recommend change	
35	New	FEIR	<p>Transportation and Circulation Implementation Measure #14.</p> <p>The City shall, at least every three years, conduct a traffic monitoring study of up to 30 major road segments throughout the City, and will provide the resulting traffic volumes and levels of service to the Planning Commission and City Council. <i>(New Implementation – Final EIR)</i></p>	<p>Staff recommends change</p> <p>Change made in response to comment on the draft EIR.</p>	08-24	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
36	Mod	Staff	<p>PFS-1.9 Conditions of Approval Development Guidelines During the development review process, the City shall not approve new development unless the following conditions <u>guidelines</u> are met:</p> <ul style="list-style-type: none"> ▪ The applicant provides acceptable documentation demonstrating infrastructure capacity is <u>will be</u> available to serve the project prior to occupancy; ▪ The applicant can demonstrate that all necessary infrastructure to serve the project is adequately financed and will be installed prior to occupancy; ▪ Infrastructure improvements are consistent with City or other service provider's infrastructure master plans; and ▪ Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement. <p>[<i>New Policy, Staff/Consultants</i>] EIR</p>	<p>Staff recommends change Editorial corrections by Community Development staff. See also Item 36a.</p>	09-06	Concur with Staff to recommend change	
36 a	N/C	BIA	<p>PFS-1.9 Conditions of Approval During the development review process, the City shall <u>should</u> not approve new development unless the following conditions are met:</p> <ul style="list-style-type: none"> ▪ The applicant provides acceptable documentation demonstrating infrastructure capacity is <u>will be</u> available to serve the project; <u>and</u> <p>^{a)}The applicant can demonstrate that all necessary infrastructure to serve the project is adequately financed and will be installed prior to occupancy;</p>	<p>Staff does not recommend this change See also Item 36.</p>	09-06	Concur with Staff (no change to policy)	

#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
36 b	N/C	BIA	<p>Infrastructure improvements are consistent with City or other service provider's infrastructure master plans, and</p> <ul style="list-style-type: none"> ▪ Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement. <p>[New Policy, Staff/Consultants EIR]</p>	<p>Staff does not recommend this change</p> <p>The detailed description provided is necessary to convey the process and ensure compliance.</p>	09-06	Concur with Staff (no change to policy)	
			<p>PFS-1.11 Subdivision Approval</p> <p>Prior to approval of any tentative small lot subdivision map for a proposed residential project of more than 500 dwelling units, the City shall comply with Government Code Section 66473.7. Prior to approval of any tentative small lot subdivision map for a proposed residential project of 500 or fewer units, the City need not comply with Section 66473.7 or formally consult with the public water system that would provide water to a proposed subdivision, but shall nevertheless make a factual showing of impose conditions similar to those required by Section 66473.7 in order to ensure an adequate water supply for development authorized by the map. Prior to recordation of any final small lot subdivision map or prior to City approval of any project-specific discretionary approval or entitlement required for nonresidential land uses, the City or the project applicant shall demonstrate, based on substantial evidence, the availability of a long-term reliable water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of a written verification that existing sources are or will be available and that needed physical improvements for treating and delivering water to the project site will be in place prior to occupancy. [New Policy]</p> <p>EIR</p>				

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
36 c	Mod	Staff & BIA	<p>PFS-2.2 Water Supply The City shall evaluate long-term water supply strategies, including acquiring or developing additional water supplies that would be available during drought periods, to offset the shortages anticipated from existing supplies, and improved water conservation and re-use. For new development, the City will require the use installation of non-potable water infrastructure for irrigation of large landscaped areas where feasible and cost effective. Conditions of approval will require connection and use of non-potable water supplies when available at the site. [Source: Section 4, Water Facilities; Goal 1, Policy 1 and modified per GPAT] [Staff/Consultants] [EIR]</p>	<p>Staff recommends change shown on left. BIA made other change requests that staff does not recommend. These are shown below: The City shall evaluate long-term water supply strategies, including acquiring or developing additional water supplies that would be available during drought periods, to offset the shortages anticipated from existing supplies, and improved water conservation and re-use. For new development, the City will should require the use installation of non-potable water infrastructure based on an approved master plan for irrigation of large landscaped areas where feasible and cost effective. [Source: Section 4, Water Facilities; Goal 1, Policy 1 and modified per GPAT] [Staff/Consultants] [EIR]</p>	09-07	Concur with Staff to recommend change shown under column "Proposed Change"	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
36	N/C	BIA	<p>PFS-4.2 Watershed Drainage Plans The City shall require the preparation of watershed drainage plans for each proposed development <u>considering the area within the urban services boundary</u>. These plans shall define needed drainage improvements, <u>and estimate construction costs for these improvements. The plans will also identify a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation or maintenance of any required drainage improvement (i.e., drainage basin, etc.).</u> [Source: Section 4, Water Facilities; Goal 1, Policy 10] FEIR</p>	<p>Staff does not recommend this change This language is consistent with the State and Federal requirements to provide improvements to reduce impacts on water quality from runoff.</p>	09-10	Concur with Staff (no change to policy)	
37	New	FEIR	<p>PFS-4.3 Best Management Practices The City shall require, as part of watershed drainage plans, Best Management Practices (BMPs), to reduce pollutants to the maximum extent practicable.</p> <ul style="list-style-type: none"> As of November 25, 2003, the City shall require that all new development and redevelopment projects to comply with the post-construction Best Management Practices (BMPs) called for in the Stormwater Quality Control Criteria Plan (SWQCCP), as outlined in the City's Phase 1 Stormwater NPDES permit issued by the California Water Quality Control Board, Central Valley Region (Order No. R5-20020-0181). Also the owners, developers, and/or successors-in-interest must establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of all post-construction BMPs. The City shall require, as part of its Storm Water NPDES Permit and ordinances, to implement the Grading Plan, Erosion Control Plan, and Pollution Prevention Plan (SWPPP) during construction activities of any improvement plans, new development and redevelopment projects for reducing pollutants to the 	<p>Staff recommends change Editorial correction from Final EIR.</p>	09-10	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
38	New	FEIR	<p>maximum extent practicable. [Source: Section 4, Water Facilities; Goal 1, Policy 4].</p> <p>PFS-4.7 Storm Water Discharge The City shall require for new development within the horizontal surface boundary of the Stockton Metropolitan Airport that any storm water detention basin be designed to discharge as rapidly as possible to minimize the attraction of birds in the vicinity of the airport. Detention basins shall, where feasible, be designed to drain within 24 hours under normal conditions and within 48 hours during peak storm events. [Source: Section 3, Air and Water Transportation; Goal 2, Policy 5].</p>	<p>Staff recommends change</p> <p>Change made in response to comment on the draft EIR.</p> <p>Specific design requirements removed to allow projects to rely on proposed stormwater master plan requirements.</p>	09-10	Concur with Staff to recommend change	
38 a1	Mod	Comm. Williams	<p>GOAL PFS-7 To provide protection to the public through adequate police staffing and related resources, effective law enforcement, and the incorporation of crime prevention features in new development, as approved by the Police Department. [Source: Section 4, Public Facilities and Services, Police Protection Goal 1, PC]</p>	<p>For discussion with Planning Commission</p>	09-12	Recommend change shown under column "Proposed Change"	<p>In earlier matrix, words "effective law enforcement" was incorrectly removed from Commissioner Williams's request. The change shown under column "Proposed Change" correctly reflects the motion and action taken by the Planning Commission.</p>
38 a2	Mod	Comm. Kontos	<p>PFS-7.2 Staffing Ratios The City shall strive to maintain a minimum ratio of 1.95 sworn officers per 1,000 residents served. No specific project greater than 500 units shall be approved unless and until this minimum ratio is met. [New Policy] [PC] - or - (as revised by Comm. Kontos on 9/20/07) The City shall strive to maintain a minimum ratio of 1.5 sworn officers per 1,000 residents served. The actual status of the ratio shall be reviewed and considered by the Planning Commission prior to the approval of any project greater than 500 units. [New Policy] [PC]</p>	<p>For discussion with Planning Commission</p> <p>Planning Commissioner Kontos recommended the text shown to the right under column "Additional Direction" (as modified during 9/20 meeting)</p>	09-12	Following Commission discussions, the Planning Commission voted to recommend the wording shown under the column "Additional Direction".	<p>The City shall strive to maintain a minimum ratio of 1.5 sworn officers per 1,000 residents served. [New Policy] [PC]</p>

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
38 a2	Mod	Staff	<p>Add the following new Implementation Measures:</p> <p>22. <u>The status of the ratio of sworn police officers to residents served shall be reviewed and considered by the Planning Commission prior to the approval of any project subject to an EIR. During preparation of a project EIR, if the police ratio is under 1.5/1,000 residents or the response time is greater than five minutes for priority one calls, the EIR shall conduct a detailed assessment of the project and provide recommended mitigations to address the potential public safety impacts described.</u> <i>[New Implementation] IPCI</i></p> <p>23. <u>The City shall require new development to pay all applicable public facilities fees (PFF) as a means to provide a fair share of costs to provide police station/sub-station facilities and equipment. New development may be required to create a Community Facilities District (CFD) or other funding mechanisms to pay their pro rata share of costs associated with the operation and maintenance of police facilities and services in order to maintain the minimum staffing ratio.</u> <i>[New Implementation] IPCI</i></p> <p>24. <u>The City will pursue other local, state, and federal funding sources to facilitate the provision of police facilities, equipment, staff resources, programs, and services.</u> <i>[New Implementation] IPCI</i></p>	<p>For discussion with Planning Commission.</p> <p>Prepared as follow-up to discussion that occurred on September 19, 2007. The content under the column "Proposed Change" was refined during Planning Commission deliberations on 9/20/07.</p>	09-12	<p>Following Commission discussions, the Planning Commission voted to recommend the wording shown under the column "Proposed Change"</p>	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
38 a3	Mod	Staff	<p>Changes start in the 3rd paragraph.</p> <p>In 1971, the Stockton fire department received a departmental Class 1 City rating from the Insurance Services Office – the highest rating attainable. In 1983, Stockton became one of only five cities in the nation to be awarded an overall Class 4 rating.</p> <p>Critical to the provision of safe environment, fire protection resources are vital to the community as evident in goal PFS-8. Policies supporting this goal include the establishment of response standard, certification of the fire chief, access to the nation with an ISO Class 4 rating congruent with ISO or other nationally recognized fire response standards, and provision of the necessary facilities to adequately service the community. In addition, policies support the establishment of a cost sharing component to new development providing for shared responsibility for the implementation of the new facilities.</p>	Staff recommends change Update provided by Fire Department.	09-13	Concur with Staff to recommend change	
38 a4	Mod	Staff	<p>PFS-8.1 Fire Response Time The City shall work to maintain a fire response time of 5 minutes or less for new development areas through the locations of stations, staffing and adequate funding as indicated in Table 8.1, which shall be used to determine future fire stations needs. [New Policy]</p> <p>Table 8.1 Criteria to Determine Fire Department Station Locations Revised table at the end of Section 9 comments.</p>	Staff recommends change Update provided by Fire Department.	09-13 09-14	Concur with Staff to recommend change	
38 a5	Mod	Staff	<p>PFS-8.2 Insurance Services Organization (ISO) Rating The City shall continue to maintain an ISO rating of 1 as long as the rating continues to be a benefit to the City. [New Policy]</p>	Staff recommends change Update provided by Fire Department.	09-13	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
38 a6	Mod	Staff	PFS-8.3 Provision of Station Facilities and Equipment The City should provide fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the City's service standards (including and response time) current levels of service throughout the City, including in newly developed areas. <i>[New Policy]</i>	Staff recommends change Update provided by Fire Department.	09-13	Concur with Staff to recommend change	Staff updated on 9/20/07 version of matrix to add the phrase "throughout the City including". This was expressed to the Planning Commission as part of Staff's recommendation.
38 a7	Mod	Staff	PFS-8.4 Cost Sharing The City shall require new development to pay all public facility fees (PFF) as a means to provide a fair share of costs to provide fire station facilities and equipment in order to maintain the City's service standards (including and response time) current levels of service in newly developed areas. Also, new development may be required to create a Community Facility Fee (CFD) or other funding mechanisms to pay the costs associated with the operation of a fire station. <i>[New Policy]</i>	Staff recommends change Update provided by Fire Department.	09-13	Concur with Staff to recommend change	
39	Mod & N/C	Staff & Arnaiz Dev. Co. & BIA	PFS 8.4 Cost Sharing The City shall require new development to pay all public facility fees (PFF) as a means to provide a fair share of costs to provide fire station facilities and equipment in order to maintain the City's service standards (including and response time) current levels of service in newly developed areas. Also, new development may be required to create a Community Facility Fee (CFD) or other funding mechanisms to pay the costs associated with the operation of a fire station. <i>[New Policy]</i>	Staff recommends change shown to the left Editorial correction to allow City to apply new requirements as they become required. The Arnaiz Development Company also requested the following be deleted at the end of the policy, which staff does not support: Also new development may be required to create a Community Facility Fee (CFD) or other funding mechanisms to pay the costs associated with the operation of a fire station.	09-13	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
39	Del	BIA	PFS-8.14 Buffer Zones for Fire Protection The City shall require new development to incorporate additional greenbelts, fuel breaks, fuel reduction and buffer zones around communities to minimize potential fire losses. <u>Met Defeat EIR</u>	The BIA recommended that the entire policy be deleted, which staff does not support. Staff recommends change	09-14	Concur with Staff to recommend change	
39	N/C	BIA	PFS-9.2 Funding for New School Construction The City shall support school districts in maximizing the use of <u>offsetting</u> developer fees within the statutory limits under State law (including Government Code §§ 65925 et seq) as well as using and other funding options (Mello-Roos districts) to fund new construction. [Source: Section 4, Public Facilities; Goal 2, Policy 8]	Staff does not recommend this change No need to restate State law.	09-15	Concur with Staff (no change to policy)	
39	N/C	BIA	PFS-9.5 School Funding To the extent allowed by State law, the City will require new projects to mitigate impacts on school facilities in accordance with Government Code §§ 65925 et seq, which would occur through the use of developer fees. The City will also work with school districts, developers, and the public to evaluate alternatives to funding/providing adequate school facilities. [Agency Comment] <u>EIR</u>	Staff does not recommend this change No need to restate State law.	09-15	Concur with Staff (no change to policy)	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
40	Mod	Staff	<p>9.11 Libraries</p> <p>Stockton-San Joaquin County Public Library (SSJCPL) system Library services in the Planning Area are provided by the SSJCPL system. This system includes a central library in Stockton (Cesar Chavez Central Library), ten <u>twelve</u> branch libraries, and the mobile library. The Cesar Chavez Central Library and three <u>four</u> branch libraries are currently located within the Planning Area. A new branch library, the West on Ranch Southwest Branch, is expected to open in 2007. <u>January 2007.</u> Outside the Planning Area, other branch libraries in the system are located in the communities of Escalon, Lathrop, Linden, Manteca, Ripon, Thornton, and Tracy.</p> <p>Goal PFS-11 incorporates the public's desire for increased library services for all citizens. New policies to the General Plan include support for community center facilities <u>and libraries</u> as vital locations for public interaction and community focal points. In addition, policies also focus on the incorporation of accessible technology resources within public facilities and libraries.</p>	<p>Staff recommends change</p> <p>Update provided by Director of Library Services.</p>	09-17	Concur with Staff to recommend change	
41	Mod	Staff & Stockton 2020	<p>PFS-11.1 Library Standards</p> <p>The Stockton-San Joaquin County Public Library creates an environment for connecting people and ideas by providing residents of all ages with resources to pursue their educational, civic, business and personal interests. <i>[New Policy]</i></p> <p>The City shall continue to expand <u>and strengthen</u> library services to meet the educational, informational, recreational and personal development needs of all City residents. The City shall strive to maintain the following standards:</p> <p>a. 0.75-0.40-1.0-0.60 <u>0.75-0.40-1.0-0.60</u> square feet of library space per person (750-400-1,000-600 sf per 1,000 persons) with five seats <u>per 1,000 persons.</u></p>	<p>Staff recommends change</p> <p>Revised standards provided by Director of Library Services based on the Library's 2025 Facilities Master Plan, which will be completed in Fall 2007 and will update the 1987 Branch Library Study.</p> <p>"<u>and strengthen</u>" added per comment from Stockton 2020.</p>	09-17	Concur with Staff to recommend change	

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			<p>b. 4-45 2.0-3.0 books and media materials per 1,000 persons. [Source: (Ken Yamashita, Stockton-San Joaquin County Public Library) Group 4 Architecture Research in Planning, Inc.]</p>				
41	New	Staff & Stockton 2020	<p>New policy to be added before the current PFS-11.2 PFS-11.X Main Library A Central Library is proposed to serve the downtown neighborhood and business communities as well as all of the residents of Stockton and San Joaquin County. This architectural gem would include a performing arts center, visitors lobby, and retail outlets. A vista point would showcase the scenic views of Stockton, truly making the institution a waterfront destination.</p>	Staff recommends change	09-17	Concur with Staff to recommend change	
42	Mod	Staff & Stockton 2020	<p>PFS-11.2 Branch Library Locations: Siting of Libraries The City shall locate branch libraries in accordance with service area boundaries established in the 1987 City of Stockton Branch Library Study and subsequent City of Stockton or Stockton-San Joaquin County Public Library branch library study or studies that accommodate the population growth in the service areas since 1987 and areas of future growth. Libraries shall be located in areas easily accessible by motorized vehicle, bicycles and other non-motorized vehicles, pedestrians, and public transportation, such as shopping centers or neighborhood business districts. If feasible, the City shall seek to site libraries centrally within the service area boundaries of the branch. The Library's Facilities Master Plan to 2025 will be completed in Fall 2007. The recommendations of the Master Plan may change the service area boundaries and locations established in the 1987 City of Stockton Branch Library Study. [Source: Section 4, Library Facilities; Goal 1, Policy 1, Policy 2, and Policy 6, and input from discussions with Library Department;</p>	<p>Staff recommends change</p> <p>Revisions provided by Director of Library Services based on the Library's 2025 Facilities Master Plan, which will be completed in Fall 2007 and will update the 1987 Branch Library Study.</p> <p>The following statement, recommended by Stockton 2020, was not recommended for inclusion. The Library Master Planning process should determine locations based on a wide range of factors that are too specific to address in a General Plan. <u>Special accommodations and greater focus shall be made to locate libraries in high crime and most disadvantaged neighborhoods in our community.</u></p>	09-18	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
43	Mod	Staff	PFS-11.3 Support for Community Center Uses The Library actively seeks to partner with other City departments, local school districts, social service agencies, cultural institutions and community-based organizations to provide mixed-use facilities that support community center and library uses. The City shall require new libraries in the Village areas to be designed to contain facilities space (e.g., meeting rooms) that support community center uses and the concept of the Library as a place for the community to gather together for any purpose. <i>[New Policy with input from discussions with Library Department]</i>	Staff recommends change Clarification provided by Director of Library Services.	09-18	Concur with Staff to recommend change	
44	New	FEIR	PFS-4.8 Low Impact Development The City shall incorporate low impact development (LID) alternatives for stormwater quality control into development requirements. LID alternatives will include: (1) conserving natural areas and reducing imperviousness, (2) runoff storage, (3) hydro-modification (to mimic pre-development runoff volume and flow rate), and (4) public education. <i>[New Policy – Final EIR]</i>	Staff recommends change Change made in response to comment on the draft EIR.	09-11	Concur with Staff to recommend change	
44 a	N/C	BIA	21. The City shall conduct an assessment of update existing fee schedules for proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure, including but not limited to fire stations and equipment, police stations and equipment, utility infrastructure, recreation facilities and parks, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6, where the facilities fees are already levied). [New Implementation] EIR	Staff does not recommend this change City's need to make sure there are sufficient funds available to pay for public services. This implementation measure was called out as a mitigation measure in the General Plan EIR.	09-21	Concur with Staff (no change to policy)	

There are no national or state requirements for a minimum level of fire services, other than to provide them safely. Two sources do exist to assist local elected officials in making fire service level of effort decisions: (1) the National Fire Protection Association Standard #1710 on Career Fire Services Deployment and (2) the Commission on Fire Accreditation's Standards of Response Cover Process.

The Commission on Fire Accreditation in its 4th Edition Standard of Response Cover Manual recommends the use of this trigger points table for when to add additional fire stations (Table 8-1 has been modified as shown below):

Table 8.1 Criteria to Determine Fire Department Station Location

Choices	Distance	Response Time	Percent of Calls	Bldg Inventory
Maintain status quo	All Risks within 1.5 miles	First-due company is within 4 minutes total response time, 90 percent of the time.	100 percent in district/City	Existing inventory and infill.
Permanent station Needed Temporary facilities and minimal staffing.	Risks 1.5 to 3.0 miles from existing station	First-due company exceeds 4 minutes travel time 10 percent of the time, but never exceeds 8 minutes.	More than 10 percent of calls are in adjacent area	New area has 25 percent of same risk distribution as Initial area.
Permanent station-essential Permanent station Needed	Risk locations exceeding four miles from the station	First-due company exceeds 4 minutes travel time, 20-25 percent of the time; some calls less than 8 min.	More than 20-25 percent of calls are in outlying area	New area has 35 percent of same risk distribution as in initial area of coverage
Permanent station Essential	Outlying risk locations exceeding five miles from the first station	First-due company exceeds 4 minutes travel time 30 percent of the time. Some calls less than 10 minutes	More than 30 percent of calls are in outlying area	New area has 50 percent of same risk distribution as in Initial area.

Typically fire stations are added when more than one of the above trigger points has been exceeded.

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44 b	New	BIA	Section 66477, State Government Code: Quimby Act. This provision of State Law authorizes cities and counties to require the payment of fees and/or the dedication of land for parks, subject to certain criteria and limitations.	Staff recommends change Add new definition.	10-01	Concur with Staff to recommend change	
44 c	N/C	BIA	GOAL RW-1 To provide a full range of recreational facilities and services where they are accessible to the public. Stockton's residents and are compatible with the area in which they are located. [Source: Section 4, Public Facilities and Services; Public Facilities; Goal 2]	Staff does not recommend this change Recreation facilities are meant to be accessible to all members of the public.	10-02	Concur with Staff (no change to policy)	
44 d	N/C	BIA	RW-2.2 Funding for Recreational Areas and Facilities The City shall strive for adequate funding to meet the park standards in Policy RW-2.1 through development fees (subject to compliance with Government Code Section 66477-The Quimby Act) and state, federal, and local grants to construct new recreational facilities. [New Policy]	Staff does not recommend this change No need to restate State law. The City wishes to use its own criteria for recreation areas and facilities.	10-03	Concur with Staff (no change to policy)	
44 e	N/C	BIA	RW-2.6 Developer Credit for Stormwater Drainage Basins At the discretion of the Director of the City Parks and Recreation Department, the City may allow stormwater detention basins developed for recreation use to be counted toward park and land dedication requirements, based on the following criteria: <ul style="list-style-type: none"> • At least 75 percent of land dedication shall be 100 percent usable; • Up to 25 percent of land dedicated may be partially usable; • Usable land will not be credited; • Usable parkland determined by the Director of the City Parks and Recreation Department. The City shall prepare working draft guidelines defining parkland dedication ratios and land credits for various park and open space development. This is to be the 	Staff does not recommend this change The City has developed its own criteria for the provision of credits as stated in the policy.	10-03	Concur with Staff (no change to policy)	

#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
44	f		<p>responsibility of the Parks and Recreation Department by 2007 – 2008. <i>[New Policy based on discussion with Parks and Recreation Department]</i> <i>[Staff Comment]</i> EIR</p> <p>RW-2.7 Design of Community Parks The City shall design community parks to meet the recreational needs of large sections of the community, such as a Village area. These parks should allow for larger group activities and recreational activities not suited for neighborhood parks. Park land directly adjacent to private property shall be separated from such property by a 6 foot high (minimum) masonry wall located on the private property.</p> <p>Community parks may include, but are not limited to the following features:</p> <ul style="list-style-type: none"> Sports fields (baseball/softball and soccer) for practice and league activities Tennis court(s) (2) Basketball court(s) (1-4) (1-2) (1-4) (1-4) (1-4) Handball court(s) Playground and tot lot Group picnic area Walking/jogging paths Restroom facilities Sports lighting Ornamental security lighting <p><i>[New Policy based on discussion with Parks and Recreation Department]</i></p>	<p>Staff recommends change Numeric information is too specific</p>	10-04	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
44 8	N/C	BIA	<p>RW-2.7 Design of Community Parks Community parks are designed to accommodate a wider variety of recreational uses suited to the needs several residential neighborhoods or intense land uses such as a Village. They should be a minimum of 10 net acres to allow for large group activities not suitable for a neighborhood park. The park should be fronted by at least one public street or be connected to an integrated trail and open space corridor. Facilities may include active and passive recreational facilities such as group picnicking areas, sports fields, children's play areas, hard surfaced courts, and restrooms. They may also include unique amenities such as lakes, waterways, and waterfronts.</p>	<p>Staff does not recommend this change BIA recommended that the entire policy be deleted and replaced with the text shown to the left. Original policy is shown under Item 44f.</p>	10-04	Concur with Staff (no change to policy)	
45	Mod	Staff	<p>RW-2.8 Design of Neighborhood Parks The City shall design neighborhood parks to serve as both the recreational and social focus of the neighborhood. Neighborhood parks should be assessable to the surrounding neighborhood through the use of bikeways, trails, sidewalks, or local residential streets. Neighborhood parks may include, but are not limited to the following features:</p> <ul style="list-style-type: none"> ▪ Open grassy area for informal sports activities (e.g., soccer) ▪ Basketball court(s) (1+ full or 2+ half courts) ▪ Tennis court(s) (1+) ▪ Playground and tot lot ▪ Picnic tables and small group picnic shelter ▪ Walking/jogging paths 	<p>Staff recommends change Correction proposed by Public Works staff to make height consistent with standard requirements currently used and Community Development recommends removing the specific number of tennis courts and basketball courts (too specific).</p>	10-04	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
			<ul style="list-style-type: none"> Ornamental security lighting <p>Subject to the discretion of the Director of Parks and Recreation or appointed representative, neighborhood parks shall be bounded by public streets on all sides with the exception allowed on one side when a public elementary school is adjacent to the park site. Park land directly adjacent to private property shall be separated from such property by a 6-8 foot high (minimum) masonry wall located on the private property. <i>[New Policy]</i></p>				
45 a	N/C	BIA	<p>RW-2.8 Design of Neighborhood Parks A neighborhood park is designed to serve the recreational and social needs of a neighborhood. It is usually a landscaped park, a minimum of three net acres, with passive and active recreational facilities. It is fronted on at least two sides by public or private streets. It can be connected to an integrated trail and open space corridor. Typical facilities include large open space areas for free play or picnicking, athletic fields, hard courts, playgrounds, and tot lot areas.</p>	<p>Staff does not recommend this change BIA recommended that the entire policy be deleted and replaced with the text shown to the left. Original policy is shown under Item 45.</p>	10-04	Concur with Staff (no change to policy)	
45 b	N/C	Arnaiz Dev. Co.	<p>RW-2.12 Citywide Park Maintenance District The City shall evaluate forming a citywide park maintenance assessment district. <i>[New Policy based on discussion with Park and Recreation Department]</i></p>	<p>Staff does not recommend this change The City currently uses this method to fund and maintain park facilities, and no change is proposed.</p>	10-04	Concur with Staff (no change to policy)	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
45 c	N/C	BIA	RW-2.X Design of Pocket Parks <u>Pocket parks or "mini-parks" are 10,000 square feet to three net acres in size and serve a limited residential population. They serve a single purpose such as a recreational or a social facility for a residential neighborhood or children's play areas for the surrounding neighborhood. The number and size of pocket parks may be best determined by their locations with respect to the neighborhood they are in. As a guideline, pocket parks should be less than one thousand feet from the farthest user.</u>	Staff does not recommend this change BIA requested that a definition of Pocket Park be included. The standard for development of pocket parks may be evaluated by the Parks and Recreation Department as part of a future master plan update. These are not covered by the City's current fee credits.	10-04	Concur with Staff (no change to policy)	
45 d	N/C	BIA	RW-2.9 Community and Regional Park Access to Public Roadways The City shall locate new community and regional parks adjacent to an arterial or collector street so they are bordered by public streets, except where they are adjacent to another public facility. <i>[Source: Section 4, Public Facilities and Services; Parks and Recreation; Policy 5]</i>	Staff does not recommend this change Community parks need to have good access in order to serve the community adequately.	10-04	Concur with Staff (no change to policy)	
45 e	N/C	Armaiz Dev. Co.	Concerning RW-3.4, Development of Regional Parks. This policy "hints" of a new fee, assessment or bond program. This item should be discussed with the BIA in the greatest of detail before being embraced as a policy.	No changes proposed.	10-05	Question, no action necessary	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
45	Mod & f	BIA	<p>RW-3.5 Acquisition of Open Space The City shall encourage developers to provide privately developed and maintained parks and open space including, but not limited to: greenbelts (including along levees), pocket parks, paseos, trails, medians, and landscaped street right-of-ways. Some of this open space may be credited towards meeting a portion of the standards in Policy-RW 2.1 as defined in guidelines prepared by the City of Parks and Recreation Department. <i>[New Policy based on discussion with Parks and Recreation Department]</i> EIR</p>	<p>Staff recommends the changes shown on the left (part of change suggested by comment). BIA's full request is as follows: RW-3.5 Acquisition of Open Space The City shall encourage developers to provide privately-developed and maintained parks and open space including, but not limited to: greenbelts (including along levees), pocket parks, trails, medians, and landscaped street right-of-ways. Some of this open-space may be credited. The City's encouragement of such public benefit development should come in the form of credits towards meeting a portion of the standards in Policy-RW 2.1, as defined in guidelines prepared by the City of Parks and Recreation Department. <i>[New Policy based on discussion with Parks and Recreation Department]</i> EIR</p>	10-05	Concur with Staff to recommend change	
46	Mod & N/C	Staff & Arnaiz Dev. Co. & BIA	<p>RW-3.6 Development of Utility Easements for Open Space or Parkland The City shall require developers to improve utility easement property as usable public open space, where feasible. Consistent with RW 3.7, and subject to the discretion of the parks and recreation director or a appointed representative, a portion of such land could not be credited toward meeting the recreation standards in Policy-RW 2.1 if improved as parkland and however, it would not be eligible for parkland fee reimbursement. <i>[New</i></p>	<p>Staff recommends changes shown on the left Correction proposed by Public Works and Parks and Recreation staff. Arnaiz Development Company asked why this land could not be credited. The BIA recommended the following</p>	10-06	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
			<i>Policy, Parks and Recreation Department</i>	(parts of which are recommended): RW-3.6 Development of Utility Easements for Open Space The City shall require developers to improve utility easement property as parkland, where feasible. Such standard would be credited toward meeting the recreation standards in policy KW-2.1 not would it be eligible for parkland fee reimbursement. <i>(New Policy, Parks and Recreation Department)</i>			
47	Mod & N/C	Staff & BIA	RW-3.7 Credit for Common Open Space Areas and Detention Basins Primarily for master planned communities, the City may allow a maximum 30 percent credit toward parkland for usable acreage in detention basins, green belts and pocket parks subject to the discretion of the Director of Parks and Recreation Department, or designated representative, and provided that the improvements are fully accessible to the general public. The 30 percent portion is calculated based from the parkland acreage dedication requirement as described in KW2.1 and compared with the amount of open space acreage proposed. <u>Such proposed open space shall not include acreage/areas used to comply with the planned development 20% open space requirement as stated in Section 16.350.030 of the development code, considering all of the proposed parkland and open space acreage for the entire master planned development.</u> <i>[Staff Comment]</i>	Staff recommends change Correction proposed by Public Works and Parks and Recreation staff. The BIA requested that this entire policy be deleted. Staff does not support that change.	10-06	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
47 a	Mod	BIA	<p>RW-5.1 Incorporate Waterways Into Design of Parks and Trails</p> <p>The City shall endeavor to preserve and restore the natural values of the San Joaquin and Calaveras Rivers, the Delta, and other local waterways, and incorporate them in the City's parks, <u>and trails, and open space system.</u> [Source: Section 4, <i>Public Facilities and Services; Parks and Recreation; Policy 15</i>]</p>	Staff recommends change	10-07	Concur with Staff to recommend change	
47 b	Mod	BIA	<p>RW-5.2 Improve Riparian Corridors</p> <p>The City shall endeavor to protect, preserve, and improve riparian corridors and incorporate them in the City's parks, <u>and trails, and open space system.</u> [New Policy]</p>	Staff recommends change	10-07	Concur with Staff to recommend change	
47 c	Mod	BIA	<p>New Implementation</p> <p><u>The Parks and Recreation Department and Community Development Department will work together to establish guidelines defining parkland and open space dedication and credits.</u></p>	<p>Staff recommends change</p> <p>Staff recommends a change in language, but basically meets a similar intent. The BIA's request is as follows:</p> <p><u>The City shall prepare working draft guidelines defining parkland dedication ratios and land credits for various park and open space development.</u></p>	10-09	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
48	Mod	FEIR	<p>The City has considered this comment and will revise the definition of “Liquefaction” on page 11-3 of the Goals and Policies Report as follows:</p> <ul style="list-style-type: none"> Liquefaction. Liquefaction in soils and sediments occurs during some earthquake events, when material is transformed from a solid state to a liquid state because of increases in pressure in the pores (the spaces between soil particles). Earthquake induced liquefaction most often occurs in low-lying areas with soils or sediments composed of unconsolidated, saturated, clay-free sands and silts. It can also occur in clayey materials with or saturated with some clay content. 	<p>Staff recommends change</p> <p>Commenter notes an apparent inconsistency between the transit system figures shown in the draft EIR and the draft Goals and Policies Report. As a result of this comment, both figures have been reviewed and should be noted that figure 8-2 (December 2005 Transit System) in the draft EIR is correct. The figure shown in the draft Goals and Policies Report will be updated.</p>	11-03	Concur with Staff to recommend change	
49	Del	FEIR	<p>HS-2.24 Conformity with Current AELUP.</p> <p>The City shall require that property owners/developers use the most current available AELUP as a planning resource for evaluating airport operations in addition to land use compatibility for development in the proximity of the Stockton Metropolitan Airport. Each project within the AIA shall conduct an appropriate noise and safety analysis (including, but not limited to, single event noise and accident risk) as part of the CEQA documentation. (New Policy – Draft EIR Analysis)</p>	<p>Staff recommends change</p> <p>Change made in response to comment on the draft EIR.</p>	11-08	Concur with Staff to recommend change	
50	Mod	FEIR	<p>HS-4.5 City Review of Development Proposals.</p> <p>The City shall use the SJVAPCD Guidelines for Assessing and Mitigating Air Quality Impacts (GAAMAQI) for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall continue to cooperate with the SJVAPCD in the review of development proposals. <i>[New Policy]</i>.</p>	<p>Staff recommends change</p> <p>Editorial change made in response to comment on the draft EIR.</p>	11-09	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
51	New	FEIR	<p>HS-4.21 <u>Support SJVAPCD Air Quality Guidance and Recommendations</u></p> <p>The City shall continue to review, support, and require implementation (as applicable) of SJVAPCD guidance and recommendations (including those identified in the CMAAQI) in regards to several key issues, including:</p> <ul style="list-style-type: none"> ▪ <u>Environmental Assessment</u> ▪ <u>Air Quality Mitigation Agreements</u> ▪ <u>Integrated Planning</u> ▪ <u>Air Quality Education</u> ▪ <u>Congestion Management/Transportation Control Measures</u> ▪ <u>Toxic and Hazardous Pollutant Emissions</u> ▪ <u>Fugitive Dust and PM10 Emissions</u> ▪ <u>Energy Conservation and Alternative Fuels</u>, <u>Plan Policy Item EIR</u> 	Staff recommends change Change made in response to comment on the draft EIR.	11-11	Concur with Staff to recommend change	
52	New	FEIR	<p>HS-6.10 <u>Develop Flood Protection Plan for Levee Systems</u></p> <p>The City shall coordinate with appropriate State, Federal, and local flood control agencies to develop a flood protection plan for the levee systems protecting the city. The plan shall identify the levees protecting the City and the entities responsible for operation and maintenance of the levees. The plan will determine the flood levels in the waterways and the level of protection offered by the existing levees along the waterways. A long-term plan will be developed to upgrade the system as necessary to provide at least a 100-year level of flood protection to the city. The City also commits to considering and revising the plan to</p>	Staff recommends change Change made in response to comment on the draft EIR.	11-13	Concur with Staff to recommend change	During the hearing discussion, staff recommended that the last sentence of this change be made an implementation measure. The Planning Commission concurred, and this sentence was made a separate item (Item 52a in this matrix).

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
52 a	New	FEIR	<p>reflect future appropriate state or federally mandated levels of flood protection in an effort to meet these applicable levels of flood protection. The City will pursue funding from any available funding sources (which may include, but not be limited to, the State's Floodway Corridor Program or Proposition 1E) to cover the cost of the plan (including any related studies) and the recommended improvements. [New Policy – Final EIR]</p> <p>New Implementation Measure (supporting Policy HS-6.10, ongoing) The City will pursue funding from any available funding sources (which may include but not be limited to the State's Floodway Corridor Program or Proposition 1E) to cover the cost of the plan (including any related studies) and the recommended improvements. [New Policy – Final EIR]</p>	<p>Staff recommends change</p> <p>Change made in response to comment on the draft EIR.</p>	11-13	Concur with Staff to recommend change	<p>During the hearing discussion, staff recommended that the last sentence of Policy HS-6.10 (Item 52) be made an implementation measure. The Planning Commission concurred, and this sentence was made a separate item (Item 52a in this matrix).</p>

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
53	Mod	Staff	<p>12.2 Youth</p> <p>The City of Stockton operates three youth oriented community centers, over 10 youth themed programs, and several youth focused facilities, including an ice rink, amusement park, youth camp, youth clubs, children's museum, skate park, and teen center. The City also operates four branch libraries and the Cesar Chavez Central Library that offer targeted services, programs and activities for youth. Over 20 youth organizations operate in the city ranging from sports to education to health services. San Joaquin County offers social and medical aid to children through family violence monitoring, child placement in foster care, adoption, independent living, and substance abuse treatment as well as general health care services.</p> <p>This goal seeks to provide the policy structure for the encouragement of programs designed to meet the unique needs of youths. Polices support the implementation and continuation of programs serving at-risk and disabled youths including the Mary Graham Children's Shelter and City operated community centers and libraries. Additional policies include the coordination of City transit services with libraries, recreational facilities and programs. Policies are also designed to meet the quality of life needs of Stockton's youth and families through recreational, educational, cultural, literacy, housing, health care, and child care opportunities.</p>	Staff recommends change Clarification provided by Director of Library Services.	12-02	Concur with Staff to recommend change	
54	Mod	Staff	<p>YE-3.7 After School Programs</p> <p>The City shall design after school programs that use joint school/park facilities and libraries, to better serve existing concentrations of youth. The City shall also work with the school districts to ensure there is adequate funding for operation and maintenance of the joint use facilities. [<i>New Policy</i>] [<i>Agency Comment</i>]</p>	Staff recommends change Clarification provided by Director of Library Services.	12-03	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
54 a	New	Staff	<p>YE-3.8 New Research College / University The City shall support and encourage the development of a new <u>University of California, California State University, or private college or university campus within the City of Stockton. A college/university with a strong research component that will promote job creation and economic growth and sustainability is desired. [Map - Staff]</u></p>	Staff recommends change	12-03	Concur with Staff to recommend	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
55	Mod	Staff	<p>Key Terms The following key terms are used throughout this element to describe hydrologic natural and cultural resources and the framework that regulates them.</p>	Staff recommends change Editorial correction.	13-01	Concur with Staff to recommend change	
61	Mod	FEIR	<p>NCR-2.1 Protect Sensitive Habitats The City shall support preservation, restoration, and enhancement of habitats of the designated State or Federally listed rare, threatened, endangered and/or other sensitive and special status species. <i>[New Policy]</i>.</p>	Staff recommends change Clarification provided to remove the term "designated" in response to review comments.	13-05	Concur with Staff to recommend change	
56	Mod	FEIR	<p>NCR-2.9 Appropriate Mitigation Measures The City shall impose appropriate mitigation measures using protocols defined by the applicable statute (e.g., USFWS, CDFG, etc.). <i>[New Policy]</i>.</p> <p>The City, in its lead agency role, shall take into consideration mitigation standards and policies of resource and regulatory agencies with jurisdiction over biological resources (e.g., USFWS, CDFG, etc.). <i>[New Policy]</i>.</p>	Staff recommends change Change made in response to comment on the draft EIR.	13-06	Concur with Staff to recommend change	
62	New	FEIR	<p>NCR-2.19 Interim SJMSCP Compliance for Biological Resources Until a Major Amendment to the existing SJMSCP is adopted to incorporate all areas of the City's proposed Sphere of Influence into the SJMSCP coverage area, the City shall use the requirements of the SJMSCP to ensure effective protection of natural resources and compliance with applicable Federal, State, and City policies and regulations. This process is intended to mirror exactly the existing SJMSCP requirements for all areas proposed to be included within the City of Stockton SOI, but not currently located in the SJMSCP coverage area. For impacts to biological resources outside the SJMSCP's current coverage area, the City shall require mitigation of these impacts in a manner fully consistent with the current SJMSCP requirements. These</p>	Staff recommends change Policy added to address issues raised by U.S. Fish & Wildlife and California Department of Fish & Game concerns.	13-06	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
57	Mod	Staff	<p>requirements would include: 1) the collection of fees (to be used for the acquisition of habitat preserves) equivalent to those specified in the current SIMSCP; 2) the imposition of SIMSCP ITMMs; and 3) consultation with resource agencies regarding incidental take coverage. <i>[New Policy - FEIR]</i></p> <p>13.3 Cultural Resources The Study Area is located within the archaeological rich province of the Central Valley. Within the Study Area there are 10 State Historic Landmarks, two Historical Points of Interest and 48-50 City Historic Landmarks and Sites. Many of the historically significant resources are located near the downtown area. The continual identification of significant cultural resources to ensure their preservation and maintenance of Stockton's heritage is a primary objective for the City. In order to fulfill this desire, the City shall establishes the policies to be utilized to fulfill this objective. These policies include methods for the evaluation of historic, cultural, and archaeological resources throughout the City. These prescribed evaluation policies reflect the City's long history as a community within the Central Valley as evidenced by the presence of historic artifacts, buried deposits of debris, farm and ranch remains, old levees and roads, and historical building foundations and associated deposits.</p>	Staff recommends change Editorial corrections.	13-06	Concur with Staff to recommend change	
58	Mod	Staff	<p>To encourage the identification, protection, and enhancement of the city's archaeological, historical, <u>cultural</u>, and paleontological resources for their cultural values. <i>[New Goal]</i></p> <p>NCR-3</p>	Staff recommends change Editorial correction.	13-07	Concur with Staff to recommend change	
59	Mod	Staff	<p>NCR-3.6 Discovery of Archaeological Resources Consistent with Stockton Municipal Code Section 16-310.050 –</p>	Staff recommends change	13-07	Concur with Staff to	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
			<p>Cultural Resources, in the event that archaeological/paleontological resources are discovered during site excavation, the City shall require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist. The City will require that a qualified archeologist/paleontologist make recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontologist materials. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City [New Policy] EIR</p>	<p>Editorial correction.</p>		<p>recommend change</p>	
60	Mod	FEIR	<p>NCR-8.1 Energy Conservation for New Development All new development, including major rehabilitation, renovation, and redevelopment, shall incorporate energy conservation and green building practices to the maximum extent feasible and as appropriate to the project proposed. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems. The City may implement this policy by adopting and enforcing a green Building Ordinance. [New Policy, Public Comment]</p>	<p>Staff recommends change Change made in response to comment on the draft EIR and a comment from the BIA.</p>	13-11	<p>Concur with Staff to recommend change</p>	<p>During the hearing on 9/26/07, staff recommended that the phrase "and as appropriate to the project proposed"</p>

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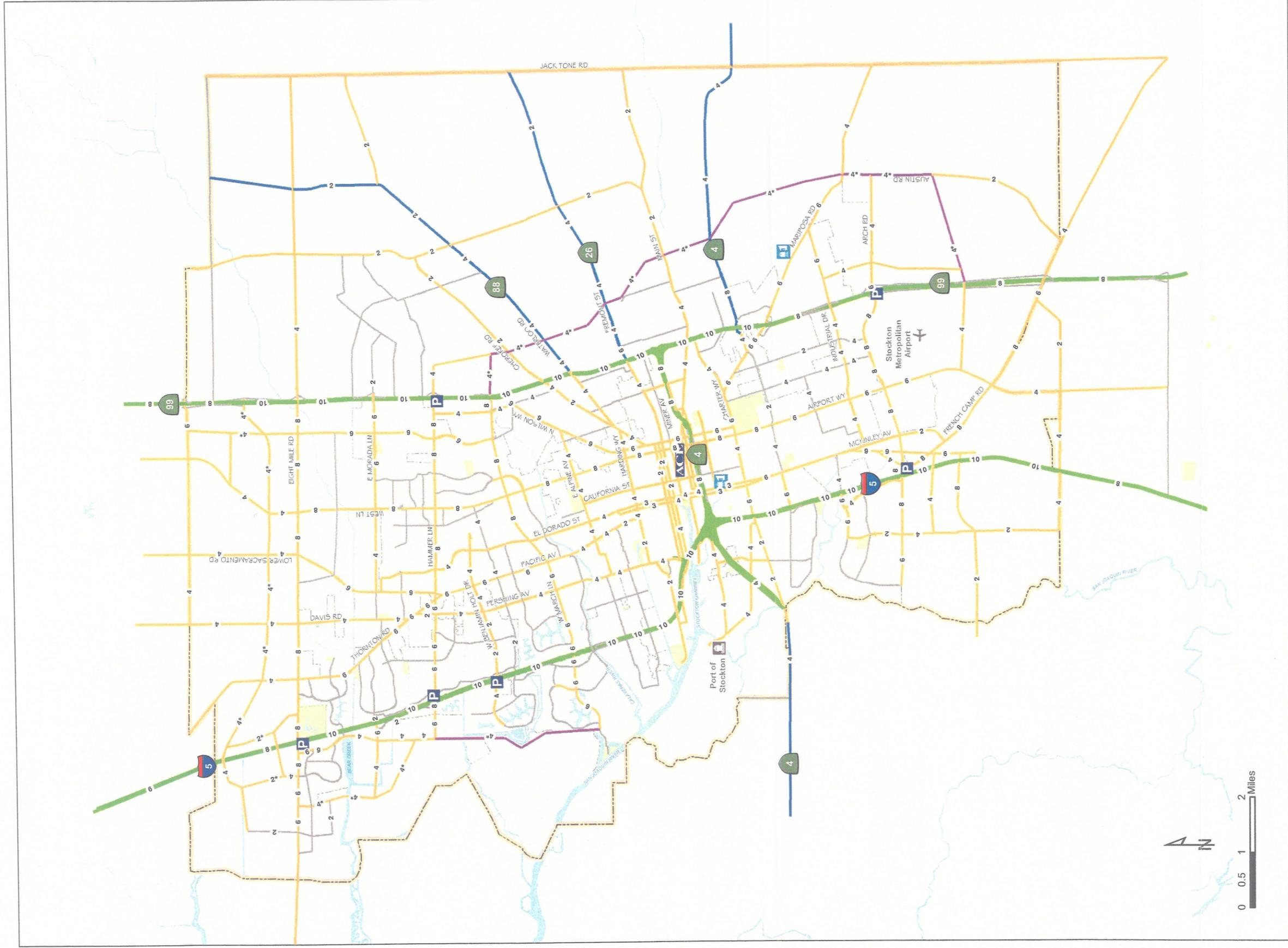
#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
60 a	N/C (see #60)	BIA	NCR-8.1 Energy Conservation for New Development The City shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to the extent here feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems. The City may implement this policy by adopting and enforcing a green Building Ordinance. [New Policy, Public Comment]	Staff does not recommend this change Consistent with State law, the City and other communities in the state have an obligation to minimize energy consumption, and should include all types of development. Some of the items requested are included under the change recommended on Item 60, above.	13-11	Concur with Staff to recommend change	
63	New	FEIR	NCR-8.6 Tree Planting, Informational Packet The City will develop a tree planting informational packet to help future residents understand their options for planting trees that can absorb carbon dioxide. [New Policy – FEIR]	Staff recommends change Added to address issues related to global warming, air quality, and utility impacts.	13-12	Concur with Staff to recommend change	
64	New	FEIR	NCR-8.7 Shade Tree Planting The City will encourage the planting of shade trees within residential lots to reduce radiation heating and encourage the reduction of greenhouse gases. [New Policy – FEIR]	Staff recommends change Added to address issues related to global warming, air quality, and utility impacts.	13-12	Concur with Staff to recommend change	
65	New	FEIR	NCR-8.8 Alternative Fuels Vehicle Parking The City shall require prioritized parking within commercial and retail areas for electric vehicles, hybrid vehicles, and alternative fuel vehicles as well as provide electric charging stations. [New Policy – FEIR]	Staff recommends change Added to address issues related to global warming, air quality, and utility impacts.	13-12	Concur with Staff to recommend change	
66	New	FEIR	NCR-8.9 Passive and Active Solar Devices The City shall encourage the use of passive and active solar devices such as solar collectors, solar cells, and solar heating systems into the design of local buildings. [New Policy – FEIR]	Staff recommends change Added to address issues related to global warming, air quality, and utility impacts.	13-12	Concur with Staff to recommend change	

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#	Type	Source	Proposed Change	Comments	Page	Straw Vote	Additional Direction
67	New	FEIR	NCR-8.10 Solar Orientation and Building Site Design The City shall encourage building and site design that takes into account the solar orientation of buildings during design and construction. The incorporation of energy-efficient site design shall be incorporated into City-wide master planning efforts when feasible. <i>[New Policy - FEIR]</i>	Staff recommends change Added to address issues related to global warming, air quality, and utility impacts.	13-12	Concur with Staff to recommend change	
68	New	FEIR	NCR-8.11 Energy-Efficient Building The City will encourage the development of energy-efficient buildings and communities. <i>[New Policy - FEIR]</i>	Staff recommends change Added to address issues related to global warming, air quality, and utility impacts.	13-12	Concur with Staff to recommend change	
69	New	FEIR	NCR-8.12 Solar Photovoltaic Systems The City will promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional and public buildings. <i>[New Policy - FEIR]</i>	Staff recommends change Added to address issues related to global warming, air quality, and utility impacts.	13-12	Concur with Staff to recommend change	
70	New	FEIR	NCR-8.13 California Title 24 Energy Efficiency Standards The City will explore offering incentives such as density bonus, expedited process, fee reduction/waiver to property owners and developers who exceed California Title 24 energy efficiency standards. <i>[New Policy - FEIR]</i>	Staff recommends change Added to address issues related to global warming, air quality, and utility impacts.	13-12	Concur with Staff to recommend change	
71	New	PC	NCR-8.14 LEED Certification of City-Owned Buildings New City-owned buildings, or City-owned buildings proposed for major rehabilitation, renovation, and redevelopment, shall be designed to be capable of being certified as meeting the requirements for at least LEED Silver certification.	Staff recommends change New policy developed during discussion with the Planning Commission on 9/26/07.	13-12	Concur with Staff to recommend change	



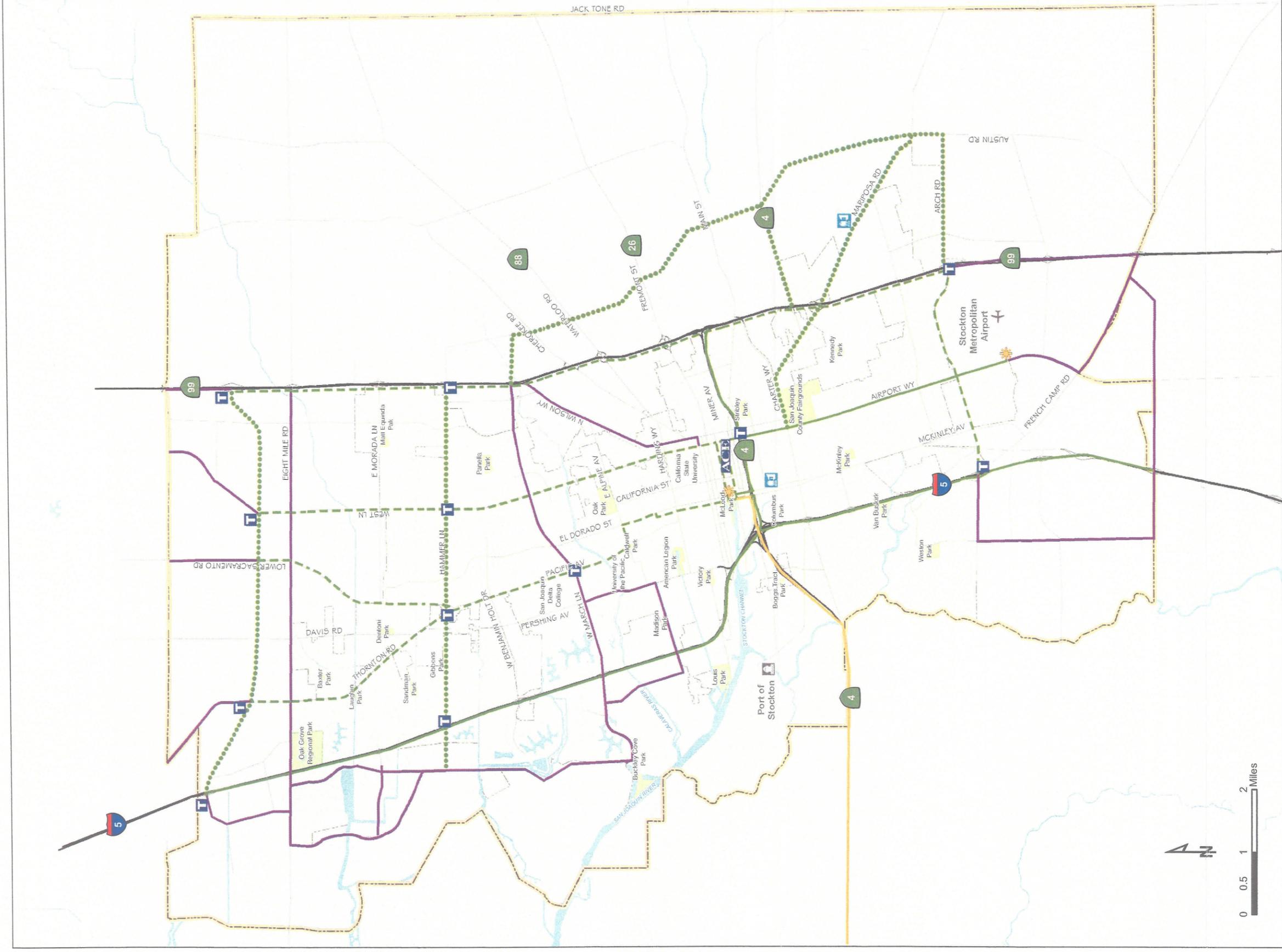


LEGEND

- | | | | | |
|----------------------------------|----------|------------------------|------------|--------------------|
| Functional Classification | 6 | Number of Lanes | ACE | ACE Station |
| Freeway | | Park | | Amtrak Station |
| State Highway | | Plan Boundary | | Park and Ride |
| Expressway | | City Limits | | |
| Arterial | | | | |
| Collector | | | | |

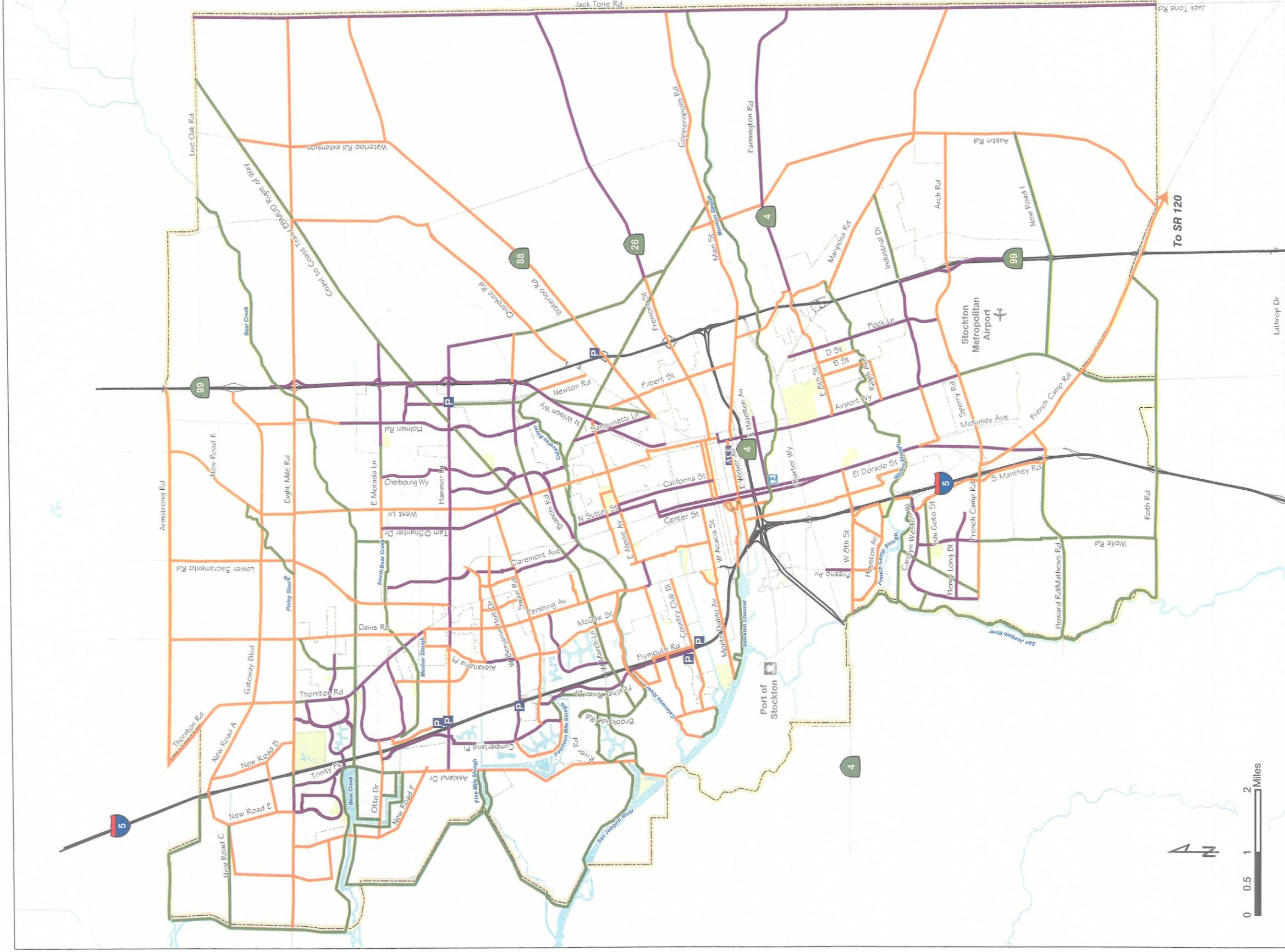
NOTE: The inclusion of an asterisk (*) denotes right-of-way will be reserved for two additional lanes beyond those labeled.

FIGURE 8-1A - DRAFT 2035 GP ROADWAY SYSTEM



- LEGEND**
- Proposed Bus Routes**
- BRT Type 1 (enhanced speed and reliability, shared lanes)
 - - - - BRT Type 2 (intersection priority, passenger information)
 - BRT Type 3 (dedicated lanes, greater frequency)
 - Express Service
 - Major Local/Feeder Service
- Park
 - Plan Boundary
 - City Limits
 - ★ Transit Hub
 - ACE Station
 - Amtrak Station
 - Major Transfer Point

FIGURE 8-1B - PRELIMINARY 2035 TRANSIT SYSTEM



- LEGEND**
- Class I Bike Path
 - Class II Bike Lane
 - Class III Bike Route
 - ACE Station
 - Amtrak Station
 - Park and Ride
 - Park
 - Plan Boundary
 - City Limits

FIGURE 8-1C - FUTURE BIKEWAY NETWORK

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Appendix B

Summary of Proposed Land Use and Circulation Changes





APPENDIX B

Summary of Proposed Land Use and Circulation Changes

Introduction

The following information provides a summary of the proposed changes to the Land Use and Circulation Diagram. The summary table reflects recommendations made by the City of Stockton Planning Commission through the public hearings which concluded on October 17, 2007.



REQUESTED 2035 LAND USE DIAGRAM CHANGES

The following votes were recorded on September 26, 2007

Map #	Proponent	Request	Comment	Existing CP City/County	Staff Recommendation	Straw Vote
1	Odyssey Landscaping	Expand proposed land use diagram boundary to include adjacent 10-acre property near the northeast corner of Eight Mile Road and Highway 99 within USB/SOI boundary.	Limited commercial area of about 8 to 10 acres is all that is needed in this area. Adequate freeway commercial designation at the interchange presently exists. Expansion to include 10 additional acres would encroach into agricultural designated area which is not warranted at this time. Separate future application possible when a specific use is identified	N/A AG	Not Recommended	Vote to accept staff's recommendation Carried: 7 – 0
2	Steve DaValle	Adjust USB/SOI boundary near Cherokee and the CCT RR.	Adjust the USB/SOI boundary to follow Cherokee Road easterly to Suburban, then northerly along Suburban up to the CCT RR. This amendment would avoid bisecting existing parcel lines	AG RL	Recommended- Included in Draft 2035 Land Use Diagram	Vote not to accept staff's recommendation Carried: 5 – 1 No: Commissioner Jones Abstain: Commissioner Smith
3	Aegis Alpine, LLC	Change GP from IND to RES for ±53 acres. American Moulding and Millworks has ceased operation at this location.	American Moulding and Millworks has closed operations and an alternative land use designation from Industrial is appropriate. However, the West Lane overpass has not been designed and without specific site planning/analysis, the appropriate land use	IND IL/IG	Not Recommended	Vote to accept staff's recommendation Carried: 7 – 0

Map #	Proponent	Request	Comment	Existing GP City	County	Staff Recommendation	Straw Vote
4	Doug Murray	Change GP from RES and COMM to IND for ±14.4 acres at Mariposa and Section. Existing trailer manufacturing business in the County.	category cannot be determined at this time. An application to change the General Plan designation has been filed. The existing manufacturing use is not compatible with the surrounding residential uses. Changing the GP to IND will remove any future protection for the nearby residential uses. This would represent an isolated island of industrial land uses.	LDR COM	IG	Not Recommended	Vote to not accept staff's recommendation Carried: 7 – 0
5	Ridge Crest Homes	Include an approximately 640-acre area south of Main Street from Walker Lane to Gillis Road within the USB/SOI boundary for Res. Dev.	The USB/SOI boundary has been moved to Gillis Road and a residential designation is appropriate for this area and compatible with the existing residential land uses to the west. This area was analyzed for residential development in the EIR for the 2035 General Plan Update.	AG	AG	Recommended	Vote to accept staff's recommendations Carried: 7 – 0
6	Shapiro Buchman Provine Patton LLP, Kent Hoggan	Change GP from IND to RES for ±380 acres east of Highway 99, south of Carpenter Road.	This area is a mix of County uses ranging from rural residential to auto dismantling/scrap metal salvage and is in close proximity to a rendering plant. The mix of heavy Commercial and Industrial land uses in this area are	COM LDR	RL	Not Recommended	Vote to accept staff's recommendations Carried: 7 – 0

Map #	Proponent	Request	Comment	Existing GP City/County	Staff Recommendation	Staff Vote
7	Ben Rishwain MECO, LLC	Change GP from IND to RES for ±323 acres near the southeast corner of Arch Road and Highway 99.	not conducive to Res. Development until such time that the incompatible/offensive uses can be relocated/eliminated. The existing area is oriented for Industrial development and the proximity to the Airport is not conducive to Res. dev. <u>This parcel is just over 1 mile from the Airport runway.</u> The CYA facility is across the street to the east. This would represent an island of “spot residential zoning” which would have an adverse impact on encouraging industrial growth in the area and at the Airport. Furthermore, it may result in a conflict with the “environmental justice” principles of State law.	AG	Not Recommended	Vote to modify– keep Sunny Acres as RE, rest to remain industrial Carried: 6 – 1 No: Commissioner Johnson
8	Kent Gikas	Change GP from IND to RES for ±205 acres near the southeast corner of Arch Road and Highway 99.	See Item 7 above. <u>Southern parcel is less than ½ a mile from the Airport runway.</u>	AG	Not Recommended	Vote to modify– keep Sunny Acres as RE, rest to remain industrial Carried: 6 – 1 No: Commissioner Johnson
9	George Garcia	Consideration of a commercial area south of the County jail to allow for a bail bond business.	There is already considerable commercial/office designated areas in the general vicinity. This designation will be	AG	Not Recommended	Vote to accept staff's recommendations Carried: 4 – 3 No: Commissioner Fugazi, Commissioner Williams, and Commissioner Johnson

Stockton General Plan – Land Use and Circulation Diagrams

Summary of Comments – Proposed Changes

Map #	Proponent	Request	Comment	Existing GP City/County	Staff Recommendation	Straw Vote
10	City of Lathrop	Removal of the GP area west of I-5 from Roth Road to north of Bowman Road. Lathrop is contending this area is within their GP Planning Area.	Staff continued to meet with Lathrop representatives from mid 2005 through 2006. Stockton has agreed to adjust (move northerly) our SOI/USB boundary from Roth Rd. to Bowman Rd. with our Planning Area boundary remaining at Roth Rd. Lathrop has approved a resolution to work with Stockton regarding the traffic circulation for the area.	AG	Recommended- Included in Draft 2035 Land Use Diagram	Vote to accept staff's recommendations Carried: 7 – 0
11.	S & M Ranchhod Family Trust	Change GP from RES to COMM for approx. 3 acres north of Hammer Ln, west of Moreland St.	This area was intended to be RES as demonstrated by the street system that currently stubs up to this property. COMM access is poor and is to close to the Hwy 99 interchange.	COM RL	COM Not Recommended	Vote not to accept Carried: 4 – 3 No: Chair Jones, Commissioner Smith, and Commissioner Kontos
12.	Hans Frey	Change GP from IND to RES for approx. 20 acres south of Cherokee Rd, east of Hwy 99.	The existing area is oriented for IND and COMM uses. Wilcox Rd will connect Cherokee to Waterloo and allow IND and COMM traffic access through the subject site.	COM IND CG IL	COM IND Not Recommended	Vote to accept staff's recommendation Carried: 7 – 0
13.	Michael & Connie Simmons	Change GP from RES to Admin. Prof, for a ±10,900 sq. ft parcel on the west side of Lower Sac.	The existing residential use is consistent with the current GP designation. A comm. office use would further intrude on the	LDR RL	Not Recommended	Vote not to accept staff's recommendation – modify, change parcel to south to Admin Prof Carried: 7 – 0

Stockton General Plan – Land Use and Circulation Diagrams

Summary of Comments – Proposed Changes

Map #	Proponent	Request	Comment	Existing GP City/County	Staff Recommendation	Straw Vote
14.	COS Redevelopment Dept. (RD)	Rd., 500 feet north of Hammer Ln. South Shore area (south of Stockton Channel, just east of Mormon Slough) change from ADMIN PROF and HDR (Mixed Use) to COMM	abutting residential neighborhood. Adding direct commercial access to L. Sac. is also not desirable. The subject properties are owned by the City Redev. Agency. HRD staff have indicated that to effectively market these properties for reddev. projects the COMM designation is necessary since CD (Downtown) zoning will allow a greater range of uses from residential to commercial.	AP HDR N/A	Recommended- Included in Draft 2035 Land Use Diagram	Vote to accept staff's recommendation Carried: 7 – 0
15.	Mark Rishwain/ Raymond & Elsie Camera	Change GP from IND to RES for 57 acres south of Sunny Road (south of Arch Rd., east of Hwy 99)	Although the County area along Sunny Road has approximately 50 single-family residences, the remaining area is not conducive to residential development. <u>This parcel is less than 3/4 of a mile from the Airport runway.</u> The proximity of this area to the Airport and Hwy 99 make it well suited for industrial development. Residential development would have an adverse impact on encouraging industrial growth in the area and at the Airport. Furthermore, it may result in a conflict with the "environmental justice" principles of State law.	AG AG RVL	Not Recommended	Vote to modify– keep Sunny Acres as RE, rest to remain industrial Carried: 6 – 1 No: Commissioner Johnson

Map #	Proponent	Request	Comment	Existing GP City/County	Staff Recommendation	Straw Vote
16.	Alpine Meats	Retain Alpine Meat's 370 acres located north of Eight Mile, west of West Lane within the City's USB/SOI under the proposed 2035 General Plan	Part of Staff recommended Draft 2035 Preferred Alternative Land Use Diagram. No change needed.	Village AG	Part of Staff recommended Draft 2035 Preferred Alternative Land Use Diagram.	Vote to accept staff's recommendation – already on map, no change needed Carried: 6 – 0 Abstain: Commissioner Fugazi
17.	Scannavino	Change GP from AG to RES for ± 29 acres (acreage is for request 17 and 18 combined) located north of Cherokee Road, east of Cherryland Ave. (see item 2 for staff recommended USB/SOI change).	This area is within the proposed urban service boundary (USB)/Sphere of Influence(SOI) and is compatible with the low density residential designation to the north and west.	OS/ AG	Recommended	Vote not to accept staff's recommendation Carried: 5 – 1 No: Chair Jones Abstain: Commissioner Smith
18.	Steve DaValle	Same as No. 17 above	This area is within the proposed urban service boundary (USB)/Sphere of Influence(SOI) and is compatible with the low density residential designation to the north and west.	LMDR OS/ AG	Recommended	Vote not to accept staff's recommendation Carried: 5 – 1 No: Chair Jones Abstain: Commissioner Smith
19.	David and Barbara Silva	Change proposed 2035 GP designation of Administrative Professional Village to Industrial (IND) for ±66 acres located west I-5, south of Mathews Road.	The proposed Industrial designation is inconsistent with the surrounding Administrative Professional and Village designation (Villages do not allow for industrial land uses).	OS/ AG	Not Recommended	Vote to accept staff recommendation Carried: 7 – 0
20.	Jay	Change GP from	The proposed change is	IND	Not Recommended	Vote not to accept staff's

Map #	Proponent	Request	Comments	Proposed City Action	Staff Recommendation	Staff/Note
	Ranchhod	Industrial (IND) to Residential (RES) for a +20,500 sq. ft. lot located south of Hazelton Ave., east of Garfield St. (Boggs Tract area)	incompatible with the existing industrial land uses surrounding the site.			recommendation – modify, area to west to residential designation as well Carried: 5 – 2 No: Chair Jones and Commissioner Kontos
21.	Morada/ Waterloo/ Linden Area	Remove SOI, Village "I" and March Lane extension east of Highway 99 from GP	The easterly boundary of the SOI for this northeast area represents a lesser area than shown in the existing (1990) General Plan. Since a Council-initiated Specific Plan has been filed, the merits of Empire Ranch will be considered independently of the 2035 GP map. The extension of March Lane to Cherokee Lane is warranted due to the investment contemplated for March Lane and to provide improved access, safety and circulation. Residential land uses are compatible with surrounding land uses and utility infrastructure has been appropriately planned, sized, and constructed to accommodate this area.	LDR RVL RL RM	Not Recommended	Vote to disagree with staff recommendation –Eliminate Village I, replace with agricultural designation except for uses already there (reflect actual uses for these locations – defer to staff), reduce SOI to west side of 99 Carried: 5 – 1 No: Chair Jones Abstain: Vice Chair Martinez Vote to remove segment of eastern expressway, east of 99 and north of March Lane be removed from the diagram. Carried: 7-0
22.	San Joaquin County Office of Education	Designate an adequate number of "Proposed High School" site symbols on the GP Land Use	New high schools require 45-65 acres. Adding the appropriate number (approx. six) of "Proposed High School" symbols to	n/a	Recommended	Vote to accept staff's recommendation Carried: 7-0

Stockton General Plan – Land Use and Circulation Diagrams

Summary of Comments – Proposed Changes

Map #	Proponent	Request	Comment	Existing GP City/County	Staff Recommendation	Straw Vote
		Map	the 2035 GP will minimize future surprises when a school district is seeking a new high school site in one of the proposed villages or future growth areas.			
23.	Redevelopment Department	Add Open Space General Plan designation along the South Shore of the Stockton Channel	The addition of the Open Space designation will allow for the planning of complimentary open space uses adjacent to existing and proposed land uses along the south shore of the Stockton Channel.	IND/ COM M/ HDR		Vote to accept staff's recommendation Carried: 7-0

Appendix C

Summary



APPENDIX C

Summary

Introduction

The following information provides a summary of the proposed changes to the Land Use and Circulation Diagram. The summary table reflects recommendations made by the City of Stockton Planning Commission through the public hearings which concluded on October 17, 2007.



memorandum

date October 24, 2007

to Dave Stagnaro and Jim Moose

from Ray Weiss
 ESA Senior Project Manager

subject Supplemental Environmental Analysis to Support City of Stockton General Plan Findings

Introduction

As a result of the public hearing process held by the City over the past two months, several revisions to the Preferred Land Use Alternative were suggested by members of the public. As shown in Table 1, certain of these revisions were originally suggested during preparation of the Draft EIR and thus incorporated into the Preferred Land Use Alternative for the Project (i.e., City of Lathrop land use change #10) analyzed in the Draft EIR. However, additional changes were proposed in the Planning Commission hearings (identified in Table 1). As a result, the Project to be submitted to the City for consideration of approval differs in certain details from the Project (the Preferred Land Use Alternative) originally analyzed in the Draft EIR.

**TABLE 1
 SUMMARY OF REVISIONS**

Proponent	Description	Land Use Change
#4 – Doug Murray	Change from Residential/Commercial to Industrial.	14.4 acres
#5 – Ridge Crest Homes	Change from Agricultural to Low Density Residential.	640 acres
#7, 8, and 15 – Various	Change from Industrial to Residential Estate. Map change that accounts for an existing use rather than a proposed new use.	60 acres
#10 – City of Lathrop	Removal of General Plan area west of I-5 from Roth Road to north of Bowman Road.	No Change to Project
#11 – S&M Ranchhod Family Trust	Change from Residential to Commercial	3 acres
#13 – Michael & Connie Simmons	Change from Residential to Administrative Professional	10,900 sq. ft.
#14 – City of Stockton Redevelopment Department	Change from Administrative Professional and High Density Residential to Commercial	No Change to Project
#16 – Alpine Meats	Retain existing 370 acres as originally proposed under 2035 General Plan	No Change to Project
#21 – Morada/Waterloo/Linden Area	Remove SOI & Village I	-790 acres
#23 – City of Stockton Redevelopment Department	Identify “river walk” area along the south side of the Stockton Deep Water Channel as Parks and Recreation	No Change to Project

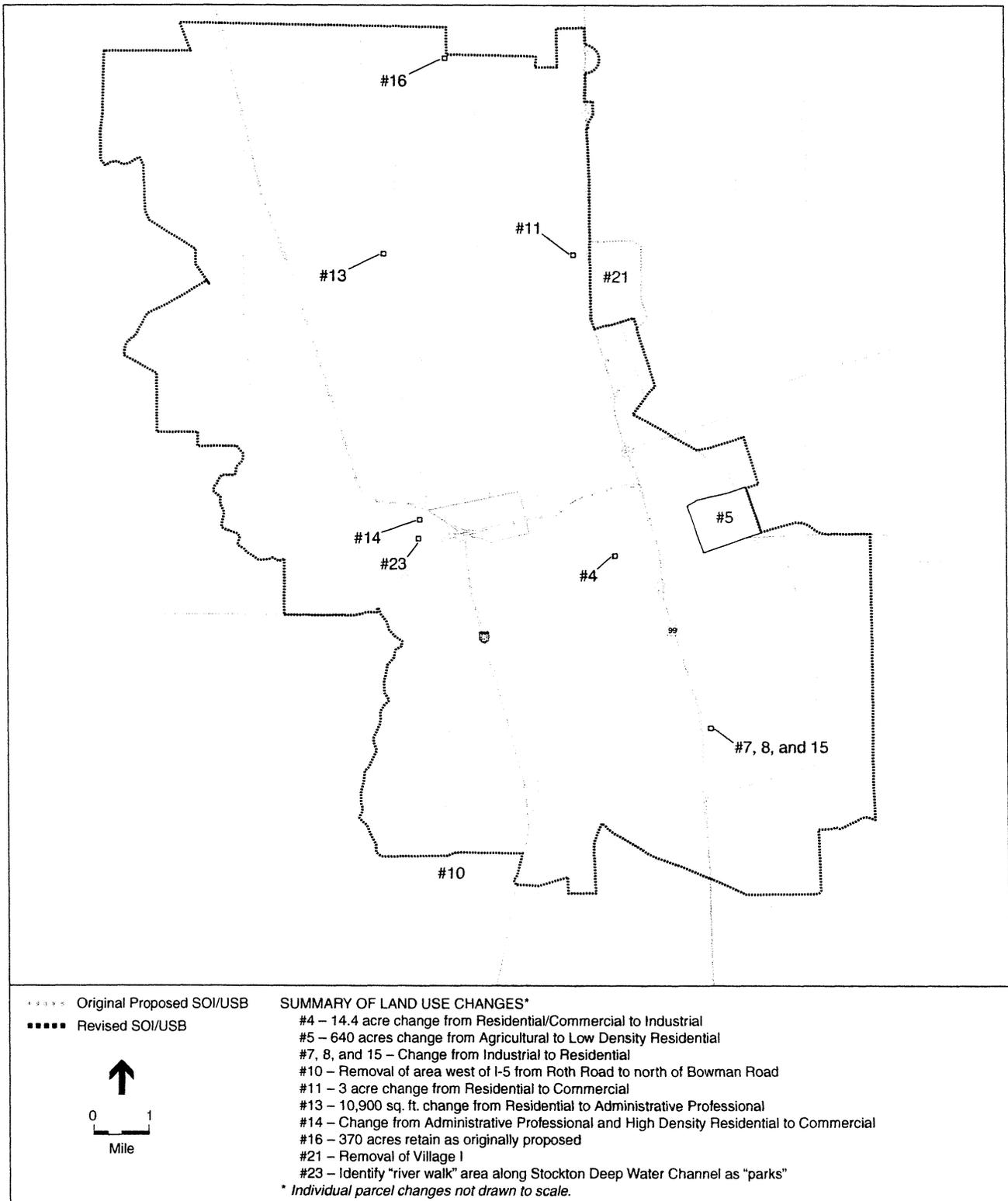
In order to assess the potential environmental impacts of these minor changes to the Project originally identified in the Draft EIR and to support the conclusion that these changes do not constitute significant new information for California Environmental Quality Act (CEQA) purposes and therefore do not require substantive revisions to the Final EIR, the following environmental analysis has been conducted to support this conclusion.

Summary of Land Use Changes

As previously described, Table 1 provides a summary of all the proposed revisions to the Preferred Land Use Alternative. Revision's #10, #14, #16, and #23 are those originally incorporated into the Project during earlier phases of the general plan update process and considered in the Draft EIR. For example, land use change #10 consists of a request from the City of Lathrop to adjust (move northerly) a portion of the City's sphere of influence/urban services boundary (SOI/USB) that is considered within the City of Lathrop's general plan planning area. This change in the City's SOI/USB (see Figure 1) was included in the Preferred Land Use Alternative (see page 2-15 of the Draft EIR) prior to publication of the Draft EIR. Similarly, land use change #16 acknowledges the retention of an existing use within the City's SOI/USB. Although several of the revisions were incorporated into the Project during earlier phases of the general plan update process, the City is formally acknowledging these changes along with the new land use changes (shown in Table 1) due to their inclusion in the public testimony phase of the Project. Because these changes were included in the Preferred Land Use Alternative evaluated in the Draft EIR, they are not considered further in this analysis.

Several other revisions identified in Table 1 represent fairly small changes from one developed use to another developed land use. Revision's #4, #7, #8, #15, #11, and #13 fall into this category. For example, land use change #4 requests a 14.4 acre change from Residential/Commercial to Industrial. The other revisions represent similar land use changes for a small number of parcels (totaling approximately 80 acres) spread throughout the City's 84,000 acre SOI/USB (see Figure 1). Because they involve small areas that are spread throughout the larger SOI/USB and because the areas involved do not contain environmentally sensitive resources, these revisions would not result in a new significant impact or in a substantial increase in the severity of any impact already disclosed in the EIR. Consequently, incorporation of revision's #4, #7, #8, #15, #11, and #13 would constitute only minor changes in project description, do not constitute significant new information for CEQA purposes, and would not require substantive revisions to the Final EIR before the City considers certification of the EIR and approval of the Project. Revisions #4, #7, #8, #15, #11, and #13 are not addressed further in this environmental analysis.

Revision's #5 and #21 (shown in Table 1 and Figure 1) represent more important changes. A summary of these changes is provided in Table 2. As shown in Figure 1, revision #5 would include the conversion of an estimated 640 acres of land from an Open Space/Agriculture designation to a Low Density Residential land use designation along the eastern boundary of the City's SOI/USB. According to the Preferred Land Use Alternative, this area is surrounded by Low Density Residential uses to the north and west and Industrial uses to the south. This revision represents a continuation of proposed land use patterns and would result in an additional 2,770 residential units within the City's SOI/USB (see Table 2).



SOURCE: Mintier & Associates, 2007; Matrix Design Group, 2007; and ESA, 2007

City of Stockton General Plan Update EIR . 202593

Figure 1
Land Use Changes

**TABLE 2
CHARACTERISTICS OF REVISION #5 AND #21**

Revision #	Acreage Change	Unit Change
#5	640 acre change from Agricultural to Low Density Residential.	+ 2,770 residential units
#21	Remove 790 acre Village I and adjust SOI/USB	- 3,280 residential units - 128,000 sq. ft Institutional - 90 acres of parks - 154,110 sq. ft. Neighborhood Commercial

As shown in Figure 1, revision #21 would eliminate Village I from the General Plan Update; as originally proposed, Village I would be located along the eastern boundary of the City’s SOI/USB, south of the community of Morada. Removal of this village would require redrawing of the City’s proposed SOI/USB to coincide with the State Route 99 right-of-way for the length of the eliminated Village I area. Land within this area would remain under the jurisdiction of the County of San Joaquin and continue to be designated for agricultural uses. This revision would result in a decrease of an estimated 3,280 residential units and several thousand square feet of proposed institutional and neighborhood commercial designated land (see Table 2).

Implementation of revisions #5 and #21 would result in an increase of 2,770 residential units near the center of the eastern boundary of the City’s SOI/USB and a decrease of 3,280 residential units near the northeastern corner of the SOI/USB, for an estimated net loss of 510 housing units. Although the overall change in residential units could result in decreased housing opportunities for the City’s future target population of 580,000 people, the loss of 510 housing units is 0.5% of the total of 100,000 new residential units included in the General Plan Update. This relatively small change, if it were to occur, would not be expected to increase growth pressure in areas surrounding the City’s SOI/USB. Moreover, it is not certain that the revisions under review would result in even the minor decrease in housing units noted (510 units). The City’ commitment under current policies and the proposed General Plan Update to maximizing infill opportunities for areas within the existing City limits could result in additional residential construction in those areas, thus avoiding any net change from the total new housing unit projection for the Project.

Methodology

The methodology used to assess the environmental impacts of these minor changes to the Project is described in this section of the technical memorandum.

Using the resource topics identified in the CEQA checklist as a basis for the environmental analysis, ESA assessed the potential environmental impacts of the various land use changes identified in Table 1 and the unit changes identified for residential and other developed uses provided in Table 2. Potential impacts to agricultural and open space resources have been quantified using GIS data for the areas affected by revisions #5 and #21. The transportation/traffic analysis assessed the changes in average daily traffic also using the land use and unit changes identified in tables 1 and 2. Air quality and noise impacts were assessed qualitatively using information derived from the traffic analysis. All other environmental resource topics (i.e., aesthetics, cultural resources, geology, etc.) were also addressed qualitatively.

Environmental Analysis

This section provides a description of the environmental impacts associated with the minor changes to the Project. The environmental impacts are addressed by environmental resource topic beginning with Aesthetics and conclude with Transportation/Traffic.

Aesthetics

Implementation of revision #5 would result in the conversion of approximately 640 acres of existing open space land to a developed use. Although this revision represents a continuation of proposed land use patterns, the development of low density residential uses within this area would affect the existing visual character of the area by converting open space to developed uses. Implementation of revision #21 would preserve existing open space in the area originally proposed for Village I. Therefore, effects of on existing views in the northeastern portion of the SOI/USB (i.e., along a portion of State Route 99 and near the Community of Morada) originally anticipated to result from construction of Village I would be avoided. The remaining revisions identified in Table 1 consist of smaller land use changes within the City's SOI/USB and would not result in a noticeable change to existing aesthetic conditions. Overall, the revisions identified in Table 1 would result in the conversion of slightly less open space area than anticipated under the Project analyzed in the Draft EIR. Because these changes are considered minor and would only redistribute growth within two areas of the City's SOI/USB, aesthetic (including light and glare) impacts remain significant and unavoidable as stated in the Draft EIR for the Project.

Agricultural Resources

Implementation of revision #5 would result in the conversion to developed uses of approximately 640 acres of land designated as Prime Farmland by the California Department of Conservation. However, implementation of revision #21 would avoid conversion of 790 acres of land designated as Prime and Farmland of Statewide Importance previously proposed as part of the Project. The remaining revisions identified in Table 1 consist of smaller land use changes within the City's SOI/USB for developed areas that would not result in the additional conversion of agricultural lands (including Important Farmlands) or result in a conflict with an existing Williamson Act Contract. Overall, the revisions identified in Table 1 would result in the conversion of approximately 150 fewer acres of land designated as an Important Farmland as compared to the Project analyzed in the Draft EIR. Because these changes are considered minor, agricultural impacts remain significant and unavoidable as stated in the Draft EIR for the Project.

Air Quality

Implementation of revision #5 would result in the development of residential land uses on an additional 640 acres of land within the City's SOI/USB. However, implementation of revision #21 would eliminate development of approximately 790 acres of land previously proposed as part of the Project. The remaining revisions identified in Table 1 consist of land use changes (i.e., residential to commercial, etc.) within the City's SOI/USB for several smaller developed areas and are not expected to result in substantially greater levels of either mobile or stationary sources of air pollutant emissions, toxic air contaminants, or odors. Overall, the revisions identified in Table 1 would result in development within a smaller SOI/USB, with slightly fewer mobile and stationary sources of air pollutant emissions and air quality impacts. Because these changes are considered minor, air quality impacts remain significant and unavoidable as stated in the Draft EIR for the Project.

Biological Resources

Implementation of revision #5 would result in the conversion of approximately 640 acres of land designated as “Multipurpose” lands to low density residential uses. “Multipurpose” lands are lands classified as orchards or vineyards under the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).

Implementation of revision #21 would eliminate from the Project conversion of 790 acres of land designated as “Multipurpose” and “Agriculture Land” under the SJMSCP. The remaining revisions identified in Table 1 consist of land use changes within the City’s SOI/USB that would not entail conversion of existing open space areas to developed uses. Overall, the revisions identified in Table 1 would decrease the amount of agricultural land (as designated under the SJMSCP) converted to developed uses by approximately 150 acres. Because these changes are considered minor, biological resource impacts remain significant and unavoidable as stated in the Draft EIR for the Project. However, it should be noted that, the conversion of fewer acres of agricultural land could provide some reduction in the severity of impacts to special status species.

Cultural Resources

Revisions #5 and #21 would result in a reduction of about 150 acres in the area of existing open space converted to developed uses as compared to the Project analyzed in the Draft EIR. The conversion of slightly less open space land would result in potentially fewer impacts to cultural resources (i.e., archaeological, paleontological, or other previously undiscovered cultural resources). The remaining revisions identified in Table 1 consist of minor land use changes (i.e., residential to commercial, etc.) within the City’s SOI/USB that are not expected to result in substantially greater impacts to cultural resources. Because these changes are considered minor, cultural resource (related to historic resources as defined in Section 15064.5) impacts remain significant and unavoidable as stated in the Draft EIR for the Project. However, it should be noted that, the conversion of fewer acres of open space land could result in fewer potential impacts to local cultural resources.

Geology and Soils

The revisions identified in Table 1 would result in development similar in scale and type in the planning area to that originally anticipated under the Project analyzed in the Draft EIR. Current State and federal regulations require specific engineering and design criteria to minimize impacts related geologic, soils, and seismic hazards, which would also apply to local geologic/soil conditions associated with the land use changes described in Table 1. Overall, the revisions to the Project identified in Table 1 would result in similar impacts that are considered less-than-significant (with the incorporation of general plan policies and implementation measures from the Project) as stated in the Draft EIR for the Project.

Hazards and Hazardous Materials

Hazardous materials generation, storage, and clean-up are regulated by federal, State, and local regulations that would apply to local site conditions associated with the land use changes described in Table 1. Overall, the revisions identified in Table 1 would result in similar impacts that are considered less-than-significant (with the incorporation of general plan policies and implementation measures from the Project) as stated in the Draft EIR for the Project. Implementation of the land use changes in Table 1 would not affect existing land uses near the airport or result in additional land use changes that would physically interfere with an adopted emergency response plan or evacuation plan. Overall, these impacts associated with airport related hazards or the potential interference with an adopted emergency response plan are similar and remain significant and unavoidable as stated in the Draft EIR for the Project.

Hydrology and Water Quality

Overall, the revisions identified in Table 1 would convert about 150 fewer acres of existing open space land to developed or urban uses. Similar to other development in the City, the creation of impervious surfaces associated with urbanization would increase the amount of runoff, which could affect water quality. An increase in impervious surfaces could also reduce groundwater recharge potential. The decrease in the total area of land converted from open space to developed uses per the revisions identified in Table 1 would slightly reduce the total area of new impervious surfaces constructed under the project. Overall, the revisions identified in Table 1 would result in similar groundwater, water quality, and drainage impacts that are considered less-than-significant (with the incorporation of general plan policies and implementation measures from the Project) as stated in the Draft EIR for the Project.

Land Use and Planning

As noted in the Draft EIR, the area affected by revision #5 is surrounded by Low Density Residential uses to the north and west and Industrial uses to the south. Revision #5 thus represents a continuation of proposed adjacent land use patterns and is not expected to result in a new or greater land use compatibility impact or one that would divide the physical arrangement of an existing community. Implementation of revision #21 would not eliminate the change in land use originally proposed and considered in the draft EIR. Maintaining the former Village I site in open space use would be compatible with existing uses to the east and north. The remaining revisions identified in Table 1 consist of land use changes within the City's SOI/USB that are minor in extent (approximately 80 acres) and type and do not introduce new land use compatibility issues or have the potential to physically divide an existing community. No change in the analysis of land use impacts provided in the Draft EIR is required to address the effects of these changes.

Mineral Resources

The revisions identified in Table 1 would result in levels and types of development similar to those originally anticipated under the Project analyzed in the Draft EIR. Overall, the revisions identified in Table 1 would result in similar mineral resource impacts that are considered less-than-significant (with the incorporation of general plan policies and implementation measures from the Project) as stated in the Draft EIR for the Project.

Noise

The revisions identified in Table 1 would result in development that is similar in type and scale to that evaluated in the Draft EIR but within a slightly smaller SOI/USB. Overall, the revisions identified in Table 1 would result in development within a smaller SOI/USB, with slightly fewer mobile and stationary noise generators. Because these changes are considered minor, noise impacts remain significant and unavoidable as stated in the Draft EIR for the Project.

Public Services (including Recreation) and Utilities

As stated above, a reduced SOI/USB (by approximately 150 acres) resulting from the revisions in Table 1 is not anticipated to change the projected population at Project buildout. Overall, citywide development under the Project as revised would continue to require the expansion of a variety of local services (including police, fire, water supply, parks, etc.) in addition to those provided by several local school districts. A reduced SOI/USB would likely result in the need for reduced new service within the northeastern portion of the County; however, the reduced levels of development are considered relatively small (approximately 150 acres) and are not likely to eliminate the need for a variety of new infrastructure improvements (i.e., water lines, wastewater treatment capacity, etc.) planned under the Project. Overall, the revisions identified in Table 1 would result in similar impacts that are considered less-than-significant (with the incorporation of general plan policies and implementation measures from the Project) as stated in the Draft EIR for the Project.

Transportation/Traffic

Implementation of revision #5 would result in an increase of 2,770 residential units near the center of the eastern boundary of the City's SOI/USB, adjacent to the proposed eastern expressway (also known as New Road G) and bordered by East Main Street and Farmington Road (SR 4). This land use change would add traffic primarily to these adjacent roadways. Each of these roads has adequate capacity to serve the additional demand from land use revision #5. For instance, under the Project evaluated in the Draft EIR, New Road G was estimated to operate at Level of Service (LOS) A, Main Street at LOS B, and Farmington Road at LOS C. The addition of the residential development envisioned as part of revision #5 would increase traffic volumes on these roads between 3,000 and 7,000 vehicles per day; the roads can accommodate the additional traffic generated by revision #5 and remain within the City's LOS D threshold.

Implementation of revision #21 (removal of Village I) would result in a decrease of 3,280 residential units and almost 300,000 square feet of proposed institutional and neighborhood commercial designated land near the northeastern corner of the SOI/USB. This land use change would reduce traffic primarily on SR 99 near the Village I site and on the roadway connectors to Village I such as Hammer Lane, March Lane, and Wilson Way. Removal of the traffic associated with Village I would reduce the overall demand on these facilities, but would not eliminate the need for improvements. For instance, under the Project evaluated in the Draft EIR, the segments of Hammer Lane, March Lane and Wilson Way just west of SR 99 were all estimated to operate at LOS D. The removal of Village I would reduce traffic volumes on those roads by approximately 2,000 to 3,000 vehicles per day, which at the most might improve their operations to LOS C. The overall level of infrastructure improvements identified for the Project (originally evaluated in the Draft EIR) would still be required.

Taken as a whole, the overall effect of all the land use revisions (shown in Table 1) on the City's transportation system would be quite small. Table 3 shows the city-wide effects of the recommended changes as compared to the Project as it was originally evaluated in the Draft EIR. The effects of the changes are very small, consistent with the limited scope of the land use modifications. In most cases, the overall level of transportation system usage would be slightly reduced as compared to the 2035 proposed General Plan. Because these changes are considered minor, traffic and transportation impacts remain significant and unavoidable as stated in the Draft EIR for the Project.

**TABLE 3
COMPARISON OF CITY-WIDE TRANSPORTATION MEASURES**

Measure of Effectiveness (daily)	2035 Proposed General Plan	Change Due to Planning Commission Recommendations	% Change
Total Trips	2,856,000	No Change	No Change
Avg. Travel Speed (mph)	42	No Change	No Change
Avg. Trip Length (mi)	13	No Change	No Change
Vehicle Miles of Travel	36,346,000	No Change	No Change
Vehicle Hours of Travel	862,000	-5,000	-0.6%
Vehicle Hours of Delay	210,000	-4,700	-2.2%
Vehicle Hours of Delay per Thousand Trips Generated	73.5	-1.5	-2%

Notes: Measures of Effectiveness for 2035 Proposed General Plan are taken from Table 8-2 in the Draft EIR.

Conclusion

As identified above, the revisions incorporated into the Preferred Land Use Alternative as a result of input from the City's public hearings on the General Plan Update and Final EIR require minor changes in the description of the Project but do not constitute significant new information for CEQA purposes and therefore do not require substantive revisions to the Final EIR before the City considers certification of the EIR and approval of the Project. None of the changes to the project description would result in a new significant impact, either from the Project or from a new mitigation measure that has not been previously disclosed in the EIR or in a substantial increase in the severity of any impact already disclosed in the EIR. The changes do not constitute a feasible project alternative or mitigation measure considerably different from those previously analyzed that would clearly lessen the environmental impacts of the Project but which the project's proponents decline to adopt.



Appendix D

Summary of Impacts from the Draft and Final EIR





**APPENDIX D
SUMMARY OF IMPACTS AND MITIGATION MEASURES FROM THE DRAFT AND FINAL EIR
FOR THE STOCKTON GENERAL PLAN: 2035**

Environmental Impact	Beneficial = B	Significant = S	Cumulative Significant = CS	Mitigation Measure	Significant and Unavoidable = SU	Potentially Significant = PS	Level of	
							Significance Before Mitigation	Significance After Mitigation
CHAPTER 3	LAND USE							
Impact LU-1	The Proposed Project would not divide the physical arrangement of an established community.			<p>Implement policies designed to minimize any potential impact of dividing the physical arrangement of an established community by ensuring that growth occurs in an organized manner, including the following:</p> <ul style="list-style-type: none"> LU-1.1 Land Use Diagram LU-1.6 Building Intensity and Population Density LU-1.9 City/County Uniform Land Use Policy LU-1.10 Regional Planning Implementation Measure #2 CD-4.1 Creating Central Places CD-4.2 Clear Organizational Structure CD-4.4 Integration of Village Centers CD-7.1 Design Review Process DV-1.1 Overall Civic Framework DV-1.2 Mixed-Use and Mixed Density DV-1.3 Pedestrian and Transit Accessible DV-1.4 Part of Citywide Open Space System DV-1.5 Commercial and Community Facilities <p>Implement policies designed to minimize this impact through the protection of the City's traditional neighborhoods and historic districts include the following:</p> <ul style="list-style-type: none"> CD-1.1 Urban Design Plans CD-2.1 Protect and Enhance Cultural Resources CD-2.2 New Infrastructure CD-2.3 Incorporate Historic Features CD-2.4 Respect Historic Neighborhood Patterns CD-3.3 Site Planning CD-4.4 Integration of Village Centers CD-7.1 Design Review Process DV-3.6 Neighborhood Preservation DV-3.7 Historic Resources DV-3.8 Infrastructure Design DV-3.9 Code Enforcement DV-3.10 Compatible Scale and Character Implementation Measure #1 Implementation Measure #2 			LS	

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Environmental Impact	Mitigation Measure	Level of Significance Before Mitigation	Level of Significance After Mitigation
<p>Less than Significant = LS Beneficial = B Significant = S</p>	<p>Cumulative Significant = CS Significant and Unavoidable = SU</p>	<p>Potentially Significant = PS</p>	<p>N/A = Not Applicable</p>
<p>Impact LU-2 Development proposed under the General Plan would conflict with an adopted applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>Implement policies designed to promote compatible development within areas that minimize impacts to surrounding land uses include the following: LU-1.7 Land Use Conflicts LU-1.3 Expanding the Urban Service Area LU-3.7 Incompatible Uses LU-3.9 Conflicting Uses LU-4.3 Commercial-Residential Integration LU-5.2 Clustering of Uses LU-5.4 Adjacent Uses and Access LU-5.5 Compatible Land Use LU-5.7 Adjacent Major Transit Uses TC-1.2 Integrated Transportation System TC-7.4 Airport Related Land Uses TC-7.6 Consistency with Airport Land-Use Commission Policies TC-8.1 Port-Related Land Uses</p>	<p>PS</p>	<p>SU</p>
<p>Impact LU-2 Development proposed under the General Plan would conflict with an adopted applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>Implement policies designed to minimize potential conflicts with adopted applicable land use plans, policies or regulations of an agency with jurisdiction over the project, including the following: LU-1.6 Building Intensity and Population Density LU-1.7 Land Use Conflicts LU-1.9 City/County Uniform Land Use Policy LU-1.10 Regional Planning Implementation Measure #2 TC-1.2 Integrated Transportation System TC-1.5 Other Funding TC-1.6 New Funding Sources TC-7.6 Consistency with Airport Land-Use Commission Policies</p>	<p>PS</p>	<p>SU</p>
<p>Impact LU-2 Development proposed under the General Plan would conflict with an adopted applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>Implement policies designed to minimize this impact through the continued coordination with federal, State, and other local agencies (regulatory and non-regulatory) responsible for addressing regional environmental issues include the following:</p>	<p>PS</p>	<p>SU</p>

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			<p>HS-3.6 Development within the Primary Zone of the Delta</p> <p>HS-4.1 Cooperation with Local and Regional Agencies</p> <p>HS-4.2 Regional Agency Review</p> <p>HS-4.4 Support Regional Air Quality Attainment Plans</p> <p>HS-4.8 Transportation Demand Management Programs</p> <p>NCR-2.5 SJCOG Multi Species Habitat Conservation and Open Space Plan</p> <p>NCR-2.17 Development within the Primary Zone of the Delta</p>		
			<p>Policy LU-6.1</p> <p>Airport Influence Area</p> <p>The City of Stockton will utilize the AIA adopted by the County Stockton Metropolitan Airport's Airport Land Use Commission for Stockton Metropolitan Airport as part of an update performed after 20076. In general, the AIA should be defined to encompass:</p> <p>All lands that, due to their proximity to the airport, are subject to a materially greater level of safety risk and/or adverse environmental effect (e.g. noise) from present or foreseeable future airport operations than lands more distant from the airport, and all lands in the vicinity of the airport on which certain land uses (e.g., residential or educational) could inhibit present or foreseeable airport operations due to the increased safety risks or adverse environmental effects (e.g., noise) on sensitive receptors that could result from such land uses.</p> <p>Prior to the adoption of a new AIA, the AIA will be defined as all properties within two miles of the airport boundary, as illustrated on Figure 3-2. [New Policy, City/Consultants]</p>		
			<p>Policy LU-6.2</p> <p>Consistency with Airport Land Use Commission Policies</p> <p>The City will protect the Airport and related aviation facilities from encroachment by potentially incompatible land uses. The City shall ensure that the General Plan and all future development within the AIA will be consistent with the policies adopted by the San Joaquin County Airport Land Use</p>		

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				Commission (ALUC), except where, pursuant to Public Utilities Code Sections 21676 and 21676.5, the City Council, pursuant to a two thirds vote, exercises its option to conclude that, notwithstanding a negative recommendation from the ALUC, the Council's proposed action is consistent with the purposes of providing for the orderly development of the Airport and the areas surrounding the airport while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive and safety hazards. (Source: Section 3, Air and Water Transportation; Goal 2, Policy 4 and input from Airport Staff, Previously Policy TC-6.5)		
				Interim Land Use Compatibility Prior to adoption of a new Airport Land Use Compatibility Plan (ALUCP) to reflect current facility/operational parameters, the City shall utilize the following criteria for evaluation of land use applications within the AIA: 1- All project submittals shall be circulated to the ALUC for review and comment. 2- Land use regulations in the existing ALUCP will apply for areas defined as being in the following Airport Land Use Zones (as defined in the existing ALUCP): Inner Approach Zone, Outer Approach Zone, Primary Surface Zone, Runway Protection Zone and Transitional Zone. 3- For areas outside of the zones defined in item #2 but within the AIA, applications for the following land uses will not be allowed until an updated ALUCP is prepared that demonstrates the suitability of the proposed land use of, in the meantime, an Aviation Safety Study is provided with the application, for review by the City and the ALUC, that demonstrates the suitability of the use in the proposed location/configuration: • Residential • Schools (except flight schools), libraries, hospitals, nursing homes, hotels, motels, dormitories, and other similar uses • Noise sensitive uses, such as outdoor theaters.		
				Policy LU-6.3		

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Less than Significant = LS	Beneficial = B	Significant = S	Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable
			<ul style="list-style-type: none"> • Uses that pose hazards to aviation safety • Facilities with a height of over 70 feet 		
			<p>4. If the City decides to allow any of the uses identified in item 3 such uses shall be required to have interior noise levels (attributable to exterior sources) that shall not exceed 45 dB in any habitable structure. [New Policy – Draft EIR Analysis]</p>		
			<p>Obstructions The City will ensure the height of new structures complies with Federal Aviation Administration (FAA) Part 77 requirements. [New Policy – Draft EIR Analysis]</p>		
			<p>Policy LU-6.3 Where substantial incompatible development already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone, consistent with Public Utilities Code Sections 21676 and 21676.5. This exception does not apply in areas within the zones defined in item 2 of LU-6.3. Projects can be considered infill if they meet all of the following criteria:</p>		
			<ul style="list-style-type: none"> • The project site is bounded on at least three sides by uses similar to those proposed. • The proposed project would not extend the perimeter of the area developed with incompatible uses. • The proposed project does not otherwise increase the intensity and/or incompatibility of use through use permits, density transfers or other strategies. [New Policy – Draft EIR Analysis] 		
			<p>Policy LU-6.4 Avigation Easements within AIA New development, or expansion of an existing use that requires a building permit, within the AIA defined at the time of application, will be required to file an avigation easement with the City. [New Policy – Draft EIR Analysis]</p>		
			<p>Policy LU-6.5 Avigation Easements within AIA New development, or expansion of an existing use that requires a building permit, within the AIA defined at the time of application, will be required to file an avigation easement with the City. [New Policy – Draft EIR Analysis]</p>		

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	Policy LU-6.6	Adjacent Major Transit Uses The City shall direct industrial uses to areas in or near the Stockton Metropolitan Airport, the Port of Stockton, and the BNSF Intermodal Facility consistent with the policies of the Airport Land Use Commission, the Port of Stockton Master Development Plan, and BNSF respectively. [Source: Section 1, Industrial Land Use; Goal 2, Policy 3, Staff Consultants, Old LU-5.7].	
	Policy LU-6.7	Noise Analysis As deemed necessary by the City, the environmental review for discretionary development proposals located near the airport shall include single event noise analyses. [New Policy – Draft EIR Analysis].	
	Policy LU-6.7	Interior Noise Within Adopted AIA Sound attenuation shall be included in the requirements of new projects to provide interior noise levels (attributable to exterior sources) that do not exceed 45 dB in any habitable structure. [New Policy – Draft EIR Analysis].	
	Implementation Measure #542.	The City will prepare and adopt modifications to the General Plan needed to bring the General Plan into compliance with any ALUCP adopted after 2006. [New Implementation Measure – Draft EIR Analysis].	
Impact LU-3	Development proposed under the General Plan would not conflict with an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP).	PS	LS
	Policy NCR-2.5	SJCOG Multi Species Habitat Conservation and Open Space Plan The City shall continue to coordinate with the San Joaquin Council of Governments and comply with the terms of the Multi Species Habitat Conservation and Open Space Plan to protect critical habitat areas that support endangered species and other special-status species. [New Policy – Draft EIR Analysis].	

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CHAPTER 8 TRANSPORTATION AND CIRCULATION				
Impact TC-1	The Proposed Project would result in a substantial increase in vehicular traffic.		PS	SU
	Implement policies designed to minimize transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-motorized transportation modes, include the following: TC-1.1 Circulation Diagram TC-1.2 Integrated Transportation System TC-1.3 Multi-Modal Network TC-1.4 Transportation Improvement Financing TC-1.5 Other Funding TC-1.6 New Funding Sources TC-1.7 Road Improvements TC-1.8 Improvement of Existing Roadways TC-1.9 Demand Reduction and Capacity Expansion TC-1.10 Provision of Transportation Infrastructure and Cost Sharing TC-2.1 Level-of-Service Standards TC-2.2 Existing Service Levels TC-2.3 Roadway Standards TC-2.5 Multiple Transportation Modes TC-2.7 Efficient Traffic Flow TC-2.6 Priority for Street and Highway Improvements TC-2.8 Traffic Signal Management TC-2.9 Arterial Streets TC-2.10 Freeway Interchanges TC-2.12 Neighborhood Street Design TC-2.13 Environmental Impacts of Roadway Projects TC-2.14 Roadway Dedications TC-2.15 Precise Road Plans TC-2.16 Precise Road Plan Coordination TC-2.17 VMT Reduction TC-2.18 Maintenance of Existing Facilities TC-2.20 Parking Supply TC-2.21 Shared Parking TC-2.22 Speed Reduction TC-3.1 Park and Ride Lots TC-3.2 Carpooling and Vanpooling			

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						Potentially Significant = PS	N/A = Not Applicable
				TC-3.3 Flextime			
				TC-3.4 Subscription Bus Service			
				TC-3.5 Preferential Employee Parking			
				TC-3.6 Travel Demand Management			
				TC-3.7 Other TDM Programs			
				TC-3.8 Downtown Transit Facilities/Services			
				TC-3.9 Programs for Smart Growth/Transit-Oriented-Development			
				TC-4.1 Support and Plan for Bus and Rail Transit			
				TC-4.2 Transit-Related Public Improvements			
				TC-4.3 Clustering of Land Uses in Transit-Served Areas			
				TC-4.4 Transit-Related Design Features			
				TC-4.5 Extension and Integration of Transit Services			
				TC-4.6 Interregional Transit			
				TC-4.7 Transit Right-of-Way Plans			
				TC-4.8 Bus Rapid Transit			
				TC-4.9 High-Speed Rail			
				TC-4.10 Trolley Service			
				TC-4.11 Abandoned Rail Lines			
				TC-4.12 Light Rail			
				TC-4.13 Support Heavy Rail Passenger Connections			
				TC-5.1 Pedestrian and Bicycle Facilities			
				TC-5.3 Pedestrian Walkways for New Residential Developments			
				TC-5.4 Pedestrian Walkways for Commercial Developments			
				TC-5.6 Right-of-Way Dedications			
				TC-5.10 Major Employment Centers			
				TC-5.13 Street Projects			
				TC-6.1 Grade Separations			
				Implementation Measures 1 through 9, and 13			
				Implement policies designed to integrate land use and circulation concepts during the early planning and design phases of Citywide development to minimize land use conflicts include the following:			
				LU-1.12 Commuting Distance			
				LU-1.13 Growth Phasing			
				LU-4.4 Commercial Area Access			

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		TC-2.16 Precise Road Plan Coordination			
		TC-2.18 Maintenance of Existing Facilities			
		TC-2.20 Parking Supply			
		TC-2.21 Shared Parking			
		TC-2.22 Speed Reduction			
		TC-8.3 Water Taxi/Ferry			
		TC-3.1 Park and Ride Lots			
		TC-3.4 Subscription Bus Service			
		TC-3.8 Downtown Transit Facilities/Services	TC-4.1 Support and Plan for Bus and Rail Transit		
		TC-4.2 Transit-Related Public Improvements			
		TC-4.3 Clustering of Land Uses in Transit-Served Areas			
		TC-4.4 Transit-Related Design Features			
		TC-4.5 Extension and Integration of Transit Services			
		TC-4.6 Interregional Transit			
		TC-4.7 Transit Right-of-Way Plans			
		TC-4.8 Bus Rapid Transit			
		TC-4.9 High-Speed Rail			
		TC-4.10 Trolley Service			
		TC-4.11 Abandoned Rail Lines			
		TC-4.12 Light Rail			
		TC-4.13 Support Heavy Rail Passenger Connections			
		TC-7.2 Van, Bus, or Limousine Service to Airports			
		Policies designed to integrate land use and circulation concepts during the early planning and design phases of Citywide development to minimize land use conflicts include the following:			
		LU-1.12 Commuting Distances			
		LU-1.13 Growth Phasing			
		LU-5.7 Adjacent Major Transit Uses			
		DV-2.2 High Density Residential Development			
		DV-2.5 Downtown Residential Development			
		DV-2.6 High Employment Commercial Development			
		DV-2.7 Government Use			
		DV-2.10 Downtown Service Clusters			
		DV-2.15 Transit Hubs			
		DV-3.3 Adequate Services			

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Impact TC-3	Beneficial = B	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU DV-4.2 Revitalized Corridors DV-4.3 Infrastructure DV-5.1 Village Specific Plans/General Plan Amendment DV-5.3 Village Components DV-5.4 Village Housing Units DV-5.6 Connection to Citywide Transit System DV-5.8 Roads to Support Adjacent Land Use DV-5.12 Community Center Implement policies designed to minimize transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-motorized transportation modes, include the following: TC-1.1 Circulation Diagram TC-1.2 Integrated Transportation System TC-1.3 Multi-Modal Network TC-1.4 Transportation Improvement Financing TC-1.5 Other Funding TC-1.6 New Funding Sources TC-1.7 Road Improvements TC-1.8 Improvement of Existing Roadways TC-1.9 Demand Reduction and Capacity Expansion TC-1.10 Provision of Transportation Infrastructure and Cost Sharing TC-2.3 Roadway Standards TC-2.6 Priority for Street and Highway Improvements TC-2.11 Inter-Neighborhood Traffic TC-2.12 Neighborhood Street Design TC-2.15 Precise Road Plans TC-2.16 Precise Road Plan Coordination TC-2.21 Shared Parking TC-2.22 Speed Reduction TC-3.1 Park and Ride Lots TC-3.8 Downtown Transit Facilities/Services TC-4.4 Transit-Related Design Features TC-5.1 Pedestrian and Bicycle Facilities TC-5.2 Pedestrian Facility Standards	Potentially Significant = PS	N/A = Not Applicable
					PS	SU

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				TC-5.3 Pedestrian Walkways for New Residential Developments			
				TC-5.4 Pedestrian Walkways for Commercial Developments			
				TC-5.5 Recreational Bikeways on Separate Rights-of-Way			
				TC-5.6 Right-of-Way Dedications			
				TC-5.7 Bicycle Parking			
				TC-5.8 Priority Gap Closure			
				TC-5.9 Intergovernmental Coordination			
				TC-5.10 Major Employment Centers			
				TC-5.11 Bikeway Maintenance			
				TC-5.12 Bicycle and Pedestrian Safety			
				TC-5.13 Street Projects			
				TC-8.3 Water Taxi/Ferry			
				Implement policies designed to integrate land use and circulation concepts during the early planning and design phases of Citywide development to minimize land use conflicts include the following:			
				DV-1.2 Mixed-use and Mixed Density			
				DV-1.3 Pedestrian and Transit Accessible			
				DV-2.2 High Density Residential Development			
				DV-2.5 Downtown Residential Development			
				DV-2.6 High Employment Commercial Development			
				DV-2.7 Government Use			
				DV-2.10 Downtown Service Clusters			
				DV-2.15 Transit Hubs			
				DV-3.3 Adequate Services			
				DV-4.2 Revitalized Corridors			
				DV-4.3 Infrastructure			
				DV-5.1 Village Specific Plans/General Plan Amendment			
				DV-5.3 Village Components			
				DV-5.4 Village Housing Units			
				DV-5.6 Connection to Citywide Transit System			
				DV-5.8 Roads to Support Adjacent Land Use			
				DV-5.12 Community Center			

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	Beneficial = B	Significant = S	Significance Before Mitigation	Level of Significance After Mitigation
Impact TC-4 Less than Significant = LS	Beneficial = B The Proposed Project would result in substantial changes in accessibility to Stockton-area railroad terminals and cargo transfer points.	Significant = S Cumulative Significant = CS	Significant and Unavoidable = SU Potentially Significant = PS	N/A = Not Applicable SU
Impact TC-5	The Proposed Project would result in substantial changes in accessibility to the Port of Stockton.	Implement policies designed to minimize transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-motorized transportation modes, include the following: TC-1.1 Circulation Diagram TC-1.2 Integrated Transportation System TC-1.3 Multi-Modal Network TC-1.4 Transportation Improvement Financing TC-1.9 Demand Reduction and Capacity Expansion TC-2.7 Efficient Traffic Flow TC-2.19 Truck Routes TC-6.1 Grade Separations TC-6.2 Rail Facilities and Existing Development TC-6.3 Rail Service and Economic Development	Implement policies designed to minimize transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-motorized transportation modes, include the following: TC-1.1 Circulation Diagram TC-1.2 Integrated Transportation System TC-1.3 Multi-Modal Network TC-1.9 Demand Reduction and Capacity Expansion TC-2.5 Multiple Transportation Modes TC-2.7 Efficient Traffic Flow TC-2.19 Truck Routes TC-8.1 Port-Related Land Uses TC-8.2 Port Access	PS SU
Impact TC-6	The Proposed Project would result in substantial changes in accessibility to the Stockton Municipal Airport.	Implement policies designed to minimize transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-motorized transportation modes, include the following: TC-1.1 Circulation Diagram TC-1.2 Integrated Transportation System TC-1.3 Multi-Modal Network TC-2.5 Multiple Transportation Modes TC-2.7 Efficient Traffic Flow	Implement policies designed to minimize transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-motorized transportation modes, include the following: TC-1.1 Circulation Diagram TC-1.2 Integrated Transportation System TC-1.3 Multi-Modal Network TC-2.5 Multiple Transportation Modes TC-2.7 Efficient Traffic Flow	PS SU

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Environmental Impact	Beneficial = B	Significant = S	Cumulative Significant = CS	Mitigation Measure	Significant = PS	Potentially Significant = PS	Level of Significance Before Mitigation	Level of Significance After Mitigation
				subdivision, but shall nevertheless make a factual showing or impose conditions similar to those required by Section 66473.7 in order to ensure an adequate water supply for development authorized by the map. Prior to recordation of any final lot subdivision map, or prior to City approval of any project-specific discretionary approval or entitlement required for nonresidential land uses, the City or the project applicant shall demonstrate, based on substantial evidence, the availability of a long-term, reliable water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of a written verification that existing sources are or will be available and that needed physical improvements for treating and delivering water to the project site will be in place prior to occupancy. <i>[New Policy – Draft EIR Analysis].</i>				
				Water Supply. The City shall evaluate long-term water supply strategies, including acquiring or developing additional water supplies that would be available during drought periods, to offset the shortages anticipated from existing supplies, and improved water conservation and re-use. For new development, the City will require the use of non-potable water for irrigation of large landscaped areas where feasible and cost effective. <i>[Source: Section 4, Water Facilities; Goal 1, Policy 1 and modified per GPAT]. [Draft EIR Analysis].</i>				
				Delta Water Supply. The City shall not approve new development that relies on water from the Delta Water Supply Project until this Delta water is allocated through a water right to the City by the State Water Resources Control Board or a replacement water supply is secured. <i>[PC]. [Draft EIR Analysis].</i>				
				Sustainability of Groundwater Supplies. The City shall work in concert with other water purveyors in the region to achieve the target yield (0.6 AF/year) of the drinking water aquifer, and shall limit its long-term average groundwater withdrawals to this target yield. <i>[New Policy. Consultant team recommendation]. [Draft EIR Analysis].</i>				

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<p>Impact PFS-2 The Proposed Project would require new or expanded water supply entitlements.</p>				<p>Implementation Measure #21 The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) [New Implementation].</p>			<p>PS</p>	<p>LS</p>
				<p>PFS-1.10 Utility Master Planning PFS-2.3 Water Treatment Capacity PFS-2.4 Growth Trends PFS-2.6 Level of Service PFS-2.7 Water Supply for New Development PFS-2.8 Delta Water Supply PFS-2.9 Water Facility Sizing Implementation Measures #2, #5 through #10, and #21. LU-1.13 Growth Phasing Policy HE-3.2 Public Improvements Implementation Measure #20</p> <p>Implement additional policies designed to minimize this impact through the provision and conservation of water resources and service include the following: PFS-2.1 Water Conservation PFS-2.2 Water Supply PFS-2.10 Sustainability of Surface Water PFS-2.11 Sustainability of Groundwater PFS-2.12 Water for Irrigation</p>				

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	Less than Significant = LS							N/A = Not Applicable
				Timing of Future Development. Prior to approval of any tentative small lot subdivision map for a proposed residential project of more than 500 dwelling units, the City shall comply with Government Code Section 66473.7. Prior to approval of any tentative small lot subdivision map for a proposed residential project of 500 or fewer units, the City need not comply with Section 66473.7 or formally consult with the public water system that would provide water to a proposed subdivision, but shall nevertheless make a factual showing or impose conditions similar to those required by Section 66473.7 in order to ensure an adequate water supply for development authorized by the map. Prior to recordation of any final small lot subdivision map, or prior to City approval of any project-specific discretionary approval or entitlement required for nonresidential land uses, the City or the project applicant shall demonstrate, based on substantial evidence, the availability of a long-term, reliable water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of a written verification that existing sources are or will be available and that needed physical improvements for treating and delivering water to the project site will be in place prior to occupancy. <i>[New Policy – Draft EIR Analysis]</i>				
			PFS-2.13					
			PFS-2.2					
				Water Supply. The City shall evaluate long-term water supply strategies, including acquiring or developing additional water supplies that would be available during drought periods, to offset the shortages anticipated from existing supplies, and improved water conservation and re-use. For new development, the City will require the use of non-potable water for irrigation of large landscaped areas where feasible and cost effective. <i>[Source: Section 4, Water Facilities; Goal 1, Policy 1 and modified per GPAT]. [Draft EIR Analysis]</i>				

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							Significance Before Mitigation	Significance After Mitigation
Less than Significant = LS								N/A = Not Applicable
			PFS-2.8	Delta Water Supply. The City shall not approve new development that relies on water from the Delta Water Supply Project until this Delta water is allocated through a water right to the City by the State Water Resources Control Board or a replacement water supply is secured. <i>[PC]. [Draft EIR Analysis].</i>				
			PFS-2.11	Sustainability of Groundwater Supplies. The City shall work in concert with other water purveyors in the region to achieve the target yield (0.6 AF/year) of the drinking water aquifer, and shall limit its long-term average groundwater withdrawals to this target yield. <i>[New Policy, Consultant team recommendation]. [Draft EIR Analysis].</i>				
			Implementation Measure #21	The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) <i>[New Implementation].</i>				
Impact PFS-3	The Proposed Project would have the potential in the long-term to 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.			Implement policies designed to minimize groundwater impacts through the early identification of required infrastructure and the orderly construction and rehabilitation of the facilities needed to serve existing and planned urban areas include the following: PFS-1.10 Utility Master Planning PFS-2.3 Water Treatment Capacity PFS-2.4 Growth Trends PFS-2.6 Level of Service PFS-2.7 Water Supply for New Development PFS-2.8 Delta Water Supply PFS-2.9 Water Facility Sizing Implementation Measures #2, #5 through #10, and #21.			PS	LS/B

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	Less than Significant = LS			Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable
			PFS-2.2	Water Supply. The City shall evaluate long-term water supply strategies, including acquiring or developing additional water supplies that would be available during drought periods, to offset the shortages anticipated from existing supplies, and improved water conservation and re-use. For new development, the City will require the use of non-potable water for irrigation of large landscaped areas where feasible and cost effective. [Source: Section 4, Water Facilities; Goal 1, Policy 1 and modified per GPAT], [Draft EIR Analysis].		
			PFS-2.8	Delta Water Supply. The City shall not approve new development that relies on water from the Delta Water Supply Project until this Delta water is allocated through a water right to the City by the State Water Resources Control Board or a replacement water supply is secured. [PC], [Draft EIR Analysis].		
			PFS-2.11	Sustainability of Groundwater Supplies. The City shall work in concert with other water purveyors in the region to achieve the target yield (0.6 AF/year) of the drinking water aquifer, and shall limit its long-term average groundwater withdrawals to this target yield. [New Policy. Consultant team recommendation]. [Draft EIR Analysis].		
			Implementation Measure #21	The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.). [New Implementation].		
Impact PFS-4	The Proposed Project would not result in the exceedance of wastewater treatment requirements of the CVRWQCB.			Implement policies designed to minimize water quality impacts associated with wastewater treatment facilities and operations needed to serve existing and planned urban areas include the following: PFS-3.2 Wastewater Treatment Standards		LS

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Less than Significant = LS			Significant = CS	Mitigation Measure	Significant = PS	Significant = PS	N/A = Not Applicable
				Level of	Significance Before	Level of Significance	
					Mitigation	After Mitigation	
Impact PFS-5		The Proposed Project would require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.		<p>Implement policies designed to minimize this impact through adherence to appropriate levels of wastewater infrastructure planning, financing and construction include the following:</p> <ul style="list-style-type: none"> PFS-1.1 Maintain Existing Levels of Services PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval PFS-1.10 Utility Master Planning PFS-3.4 Wastewater Facility Sizing PFS-3.5 Wastewater Collection System Implementation Measure #14 Policy HE-3.2 Implementation Measure #20. 	PS	PS	SU
			<p>PFS-3.3 Compliance with Federal Standards for Surface Water Protection</p> <ul style="list-style-type: none"> Implementation Measure #10 Implementation Measure #12 Implementation Measure #13 Implementation Measure #20 				
			<p>PFS-3.8</p> <p>Timing of Future Development. Prior to approval of any tentative subdivision map for a proposed residential project, the City shall formally consult with the wastewater system provider that would serve the proposed subdivision to make a factual showing or impose conditions in order to ensure an adequate wastewater removal system necessary for the proposed development. Prior to recordation of any final small lot subdivision map, or prior to City approval of any project-specific discretionary approval or entitlement required for nonresidential land uses, the City or the project applicant shall demonstrate, based on substantial evidence, the availability of a long-term, reliable wastewater collection system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration</p>				

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Environmental Impact	Mitigation Measure		Level of Significance Before Mitigation	Level of Significance After Mitigation
	Beneficial = B	Significant = S	Significant = CS	Potentially Significant = PS
Less than Significant = LS	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU	N/A = Not Applicable
	shall consist of a written verification that existing treatment capacity is or will be available and that needed physical improvements for treating wastewater from the project site will be in place prior to occupancy. [New Policy – Draft EIR Analysis].			
	PFS-1.9			
	<p>Conditions of Approval. During the development review process, the City shall not approve new development unless the following conditions are met:</p> <ul style="list-style-type: none"> • The applicant provides acceptable documentation demonstrating infrastructure capacity is available to serve the project; • The applicant can demonstrate that all necessary infrastructure to serve the project is adequately financed and will be installed prior to occupancy; • Infrastructure improvements are consistent with City or other service provider's infrastructure master plans; and • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement. [New policy – Draft EIR Analysis]. 			
	<p>Implementation Measure #21 The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) [New Implementation].</p>			

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Environmental Impact	Beneficial = B	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable	Level of Significance After Mitigation
Impact PFS-6	The Proposed Project would require additional capacity to serve the Project's projected demand in addition to existing commitments.			Implement policies designed to minimize this impact through adherence to appropriate levels of wastewater infrastructure planning, financing and construction include the following: PFS-1.1 Maintain Existing Levels of Services PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval PFS-1.10 Utility Master Planning PFS-3.4 Wastewater Facility Sizing PFS-3.5 Wastewater Collection System Implementation Measure #14 Implementation Measure #21 Policy HE-3.2 Implementation Measure #20.			LS
PFS-3.8							

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Environmental Impact	Mitigation Measure	Level of Significance Before Mitigation	Level of Significance After Mitigation
<p>Less than Significant = LS</p> <p>Beneficial = B</p> <p>Significant = S</p> <p>Cumulative Significant = CS</p> <p>Significant and Unavoidable = SU</p> <p>Potentially Significant = PS</p> <p>N/A = Not Applicable</p>			
<p>PFS-1.9</p>	<p>Conditions of Approval. During the development review process, the City shall not approve new development unless the following conditions are met:</p> <ul style="list-style-type: none"> • The applicant provides acceptable documentation demonstrating infrastructure capacity is available to serve the project; • The applicant can demonstrate that all necessary infrastructure to serve the project is adequately financed and will be installed prior to occupancy; • Infrastructure improvements are consistent with City or other service provider's infrastructure master plans; and • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement. <i>[New policy – Draft EIR Analysis].</i> 	<p>Potentially Significant = PS</p>	<p>N/A = Not Applicable</p>
<p>Impact PFS-7</p>	<p>The Proposed Project would require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>PS</p>	<p>SU</p>
<p>Implementation Measure #21</p>	<p>The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) <i>[New Implementation].</i></p> <p>Implement policies designed to minimize this impact through adherence to appropriate levels of stormwater infrastructure planning, financing and construction include the following: PFS-1.1 Maintain Existing Levels of Services PFS-1.2 Urban Service Area Expansion PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities</p>	<p>PS</p>	<p>SU</p>

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Less than Significant = LS	Beneficial = B	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable
			operation, or maintenance of any required drainage improvements (i.e., drainage basins, etc.). (Source: Section 4, <i>Water Facilities; Goal 1, Policy 10</i>), [Draft EIR Analysis]			
			Implementation Measure #21.			
			The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) [New Implementation].			
Impact PFS-8 The Proposed Project would violate water quality standards or waste discharge requirements, or otherwise degrade water quality.				Implement policies designed to minimize this impact through adherence to appropriate levels of water, wastewater, and storm drainage infrastructure planning, financing and construction include the following: PFS-1.1 Maintain Existing Levels of Services PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval PFS-1.10 Utility Master Planning Implementation Measure #1 Implementation Measure #3 Implementation Measure #17 Implementation Measure #21 Implement policies designed to minimize water quality impacts associated with stormwater, water, and wastewater utility infrastructure needed to serve existing and planned urban areas include the following: PFS-2.5 Water Quality PFS-3.2 Wastewater Treatment Standards PFS-3.3 Compliance with Federal Standards for Surface Water Protection	PS	LS

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Less than Significant = LS	Beneficial = B	Significant = S	Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable
			PFS-4.3 Best Management Practices Implementation Measure #16 Implementation Measure #21		
			Implementation Measure #21. The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) <i>[New Implementation]</i> .		
Impact PFS-9 The Proposed Project would substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding.			Implement policies designed to minimize this impact through adherence to appropriate levels of stormwater infrastructure planning, financing and construction include the following: PFS-1.1 Maintain Existing Levels of Services PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval PFS-1.10 Utility Master Planning PFS-4.1 Creek and Slough Capacity PFS-4.2 Watershed Drainage Plans PFS-4.4 Regional Basins PFS-4.5 Public Facilities Fees PFS-4.6 Stormwater Facility Sizing PFS-4.7 Stormwater Discharge Implementation Measure #1 Implementation Measure #3 Implementation Measure #17 Implementation Measure #21	PS	LS

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	Less than Significant = LS							N/A = Not Applicable
				<p>Policies designed to minimize this water quality impact through adherence to appropriate best management practices designed to address soil erosion include the following:</p> <ul style="list-style-type: none"> PFS-4.3 Best Management Practices Implementation Measure #15 Implementation Measure #21 NCR-5.3 Soil Erosion 				
				<p>NCR-5.3 Soil Erosion. The City shall require new development to implement measures that minimize soil erosion from wind and water related to construction. Measures may include, but not be limited to the following:</p> <ul style="list-style-type: none"> • Grading requirements that limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, or other intended uses; and/or • Construction techniques that utilize site preparation, grading, and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving development sites and polluting local waterways. <i>[Draft EIR Analysis]</i>. 				
				<p>PFS-4.2 Watershed Drainage Plans. The City shall require the preparation of watershed drainage plans for proposed developments within the urban services boundary. These plans shall define needed drainage improvements and estimate construction costs for these improvements. The plans will also identify a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required drainage improvements (i.e., drainage basins, etc.). <i>[Source: Section 4, Water Facilities; Goal 1, Policy 10][Draft EIR Analysis]</i>.</p>				
				<p>Implementation Measure #21</p> <p>The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and</p>				

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					Significance Before Mitigation	Level of Significance After Mitigation
Less than Significant = LS				Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable
Impact PFS-10	The Proposed Project would create or contribute runoff water which would exceed the capacity of existing stormwater drainage systems or provide substantial additional sources of polluted runoff.		equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.). [New Implementation].		PS	LS
			Implement policies designed to minimize this impact through adherence to appropriate levels of stormwater infrastructure planning, financing and construction include the following: PFS-1.1 Maintain Existing Levels of Services PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval PFS-1.10 Utility Master Planning PFS-4.1 Creek and Slough Capacity PFS-4.2 Watershed Drainage Plans PFS-4.4 Regional Basins PFS-4.5 Public Facilities Fees PFS-4.6 Stormwater Facility Sizing PFS-4.7 Stormwater Discharge Implementation Measure # Implementation Measure #3 Implementation Measure #17 Implementation Measure #21 Policies designed to minimize this water quality impact through adherence to appropriate best management practices designed to address soil erosion include the following: PFS-4.3 Best Management Practices Implementation Measure #15 Implementation Measure #21 NCR-5.3 Soil Erosion			

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Less than Significant = LS	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable	
Level of Significance Before Mitigation	Level of Significance After Mitigation	Mitigation Measure	Mitigation Measure	Mitigation Measure	Mitigation Measure	Mitigation Measure
		NCR-5.3	<p>Soil Erosion. The City shall require new development to implement measures that minimize soil erosion from wind and water related to construction. Measures may include, but not be limited to the following:</p> <ul style="list-style-type: none"> • Grading requirements that limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, or other intended uses; and/or • Construction techniques that utilize site preparation, grading, and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving development sites and polluting local waterways. <i>[Draft EIR Analysis].</i> 			
		PFS-4.2	<p>Watershed Drainage Plans. The City shall require the preparation of watershed drainage plans for proposed developments within the urban services boundary. These plans shall define needed drainage improvements and estimate construction costs for these improvements. The plans will also identify a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required drainage improvements (i.e., drainage basins, etc.). <i>[Source: Section 4, Water Facilities; Goal 1, Policy 10][Draft EIR Analysis].</i></p>			
		Implementation Measure #21	<p>The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) <i>[New Implementation].</i></p>			

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Environmental Impact	Mitigation Measure		Level of Significance		
	Beneficial = B	Significant = S	Significance Before Mitigation	Level of Significance After Mitigation	
<p>Less than Significant = LS Beneficial = B Significant = S Cumulative Significant = CS Significant and Unavoidable = SU Potentially Significant = PS N/A = Not Applicable</p> <p>11 Impact PFS- The Proposed Project would 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 or place within a 100-year flood hazard area structures which would impede or redirect flood flows.</p>			<p>Implement policies designed to minimize this impact through the preservation of floodplain areas and the management of new development in hazardous areas include the following: HS-1.1 Development Constraints HS-1.3 Continue to Update Building and Fire Codes HS-6.1 New Urban Development HS-6.2 Existing Urban Development HS-6.3 Preservation of Floodway and Floodplains HS-6.6 Flood Insurance Program HS-6.8 Prohibited Uses Within a 100-Year Floodplain</p> <p>Implement policies designed to minimize this impact through the continued coordination with emergency response plans and service providers include the following: HS-1.2 Maintain Emergency Public Services HS-1.4 Promote Hazard Awareness HS-1.6 Coordinate Disaster Planning Activities HS-6.4 Emergency Evacuation Plans HS-6.7 Roadway System Implementation Measure #17</p> <p>Implement policies designed to minimize this impact through adherence to appropriate levels of stormwater infrastructure planning, financing and construction include the following: PFS-1.1 Maintain Existing Levels of Services PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval PFS-1.10 Utility Master Planning PFS-4.1 Creek and Slough Capacity PFS-4.2 Watershed Drainage Plans PFS-4.4 Regional Basins PFS-4.5 Public Facilities Fees PFS-4.6 Stormwater Facility Sizing PFS-4.7 Stormwater Discharge Implementation Measure #1 Implementation Measure #3</p>	PS	LS

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Environmental Impact	Mitigation Measure	Level of Significance Before Mitigation	Level of Significance After Mitigation
<p>Less than Significant = LS</p> <p>Beneficial = B</p> <p>Significant = S</p> <p>Cumulative Significant = CS</p> <p>Significant and Unavoidable = SU</p> <p>Potentially Significant = PS</p> <p>N/A = Not Applicable</p>	<p style="text-align: center;">Mitigation Measure</p> <p>Implementation Measure #17</p> <p>Implementation Measure #21</p> <p>Implementation Measure #21</p> <p>The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) <i>[New Implementation]</i></p>	<p>PS</p> <p>PS</p> <p>SU</p>	<p>SU</p>
<p>Impact PFS-12</p> <p>The Proposed Project would 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.</p>	<p>HS-1.1 Development Constraints</p> <p>HS-1.3 Continue to Update Building and Fire Codes</p> <p>HS-6.1 New Urban Development</p> <p>HS-6.2 Existing Urban Development</p> <p>HS-6.3 Preservation of Floodway and Floodplains</p> <p>HS-6.5 Levee Maintenance</p> <p>HS-6.8 Prohibited Uses Within a 100-Year Floodplain</p> <p>Implement policies designed to minimize this impact through the continued coordination with emergency response plans and service providers include the following:</p> <p>HS-1.2 Maintain Emergency Public Services</p> <p>HS-1.4 Promote Hazard Awareness</p> <p>HS-1.6 Coordinate Disaster Planning Activities</p> <p>HS-6.4 Emergency Evacuation Plans</p> <p>HS-6.7 Roadway System</p> <p>Implementation Measure #17</p> <p>Implement policies designed to minimize this impact through adherence to appropriate levels of stormwater infrastructure planning, financing and construction include the following:</p> <p>PFS-1.1 Maintain Existing Levels of Services</p>	<p>PS</p> <p>PS</p> <p>SU</p>	<p>SU</p>

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Less than Significant = LS				Mitigation Measure	Significance Before Mitigation	Level of Significance After Mitigation	
				PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval PFS-1.10 Utility Master Planning PFS-4.1 Creek and Slough Capacity PFS-4.2 Watershed Drainage Plans PFS-4.4 Regional Basins PFS-4.5 Public Facilities Fees PFS-4.6 Stormwater Facility Sizing PFS-4.7 Stormwater Discharge Implementation Measure #1 Implementation Measure #3 Implementation Measure #17 Implementation Measure #21			
				Implementation Measure #21. The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and recreation, police stations and equipment, utility infrastructure, equipment, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) <i>[New Implementation].</i>			
Impact PFS-13	The Proposed Project would produce substantial amounts of solid waste that could exceed the permitted capacity of a landfill serving the Study Area.			PFS-5.1 Solid Waste Reduction PFS-5.2 Recycling Program PFS-5.3 City Usage of Recycled Materials and Products PFS-5.4 Private Usage of Recycled Products PFS-5.5 Recycling of Hazardous Materials PFS-5.6 Recycling of Construction Debris PFS-5.7 Development Requirements	PS	SU	

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	Environmental Impact		Cumulative Significant = CS	Mitigation Measure	Potentially Significant = PS	Level of	
	Beneficial = B	Significant = S				Significance Before Mitigation	Significance After Mitigation
Impact PFS-14	Less than Significant = LS	The Proposed Project complies with all federal, State, and Local Statutes and Regulations related to solid waste.	Significant = SU	<p>Implementation Measure #18</p> <p>Implementation Measure #19</p> <p>Implement policies designed to minimize this impact through the continued provision of solid waste services and recycling activities include the following:</p> <p>PFS-5.1 Solid Waste Reduction</p> <p>PFS-5.2 Recycling Program</p> <p>PFS-5.3 City Usage of Recycled Materials and Products</p> <p>PFS-5.4 Private Usage of Recycled Products</p> <p>PFS-5.5 Recycling of Hazardous Materials</p> <p>PFS-5.6 Recycling of Construction Debris</p> <p>PFS-5.7 Development Requirements</p> <p>Implementation Measure #18</p> <p>Implementation Measure #19</p>	Significant = PS	LS	N/A = Not Applicable
Impact PFS-15	Beneficial = B	The Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy by residential, commercial, industrial, or public uses.	Significant = S	<p>PFS-6.1 Expansion of Gas and Electricity Facilities.</p> <p>NCR-8.1 Energy Conservation for New Development.</p> <p>NCR-8.2 Landscape Improvements.</p> <p>NCR-8.3 Promote Energy Conservation Awareness.</p> <p>NCR-8.4 Local and State Programs.</p> <p>NCR-8.5 City Facilities and City Motor Fleets.</p> <p>NCR-8.6 Incentives</p>	Significant = SU	LS	
Impact PFS-16	Beneficial = B	The Proposed Project may require the construction or expansion of additional energy infrastructure facilities, the construction of which could cause significant environmental effects.	Significant = S	<p>LU-2.1 Agriculture Land Preservation</p> <p>TC-2.13 Environmental Impacts of Roadway Projects</p> <p>NCR-1.1 Protect Natural Resources</p> <p>NCR-1.4 Environmental Review Process</p> <p>HS-2.3 Noise Analysis</p> <p>HS-4.5 City Review of Development Proposals</p> <p>HS-4.6 CEQA Compliance and Air Quality Mitigation</p>	Significant = SU	PS	SU

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Impact PFS-17	Less than Significant = LS	The Proposed Project would not result in a substantial adverse physical impact to the continued provision of law enforcement services in the Study Area.	Significant = S	Implement policies designed to minimize this impact through the continued provision of law enforcement services and emergency response planning include the following: PFS-1.1 Maintain Existing Levels of Services PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval PFS-7.1 Police Response Times PFS-7.2 Staffing Ratios PFS-7.3 Siting of Police Stations PFS-7.4 Public Safety Programs PFS 7.5 Design Features for Crime Prevention and Reduction HS-1.2 Maintain Emergency Public Services HS-7.1 Coordinated Emergency Response System HS-7.2 Update of Emergency Operations Plan HS-7.3 Access and Evacuation Corridors HS-7.4 Coordinated GIS Planning for Emergency Response HS-7.5 Siting of Critical Emergency Response Facilities HS-7.6 Security	Significant and Unavoidable = SU	Potentially Significant = PS		PS	LS
Impact PFS-18	Less than Significant = LS	The Proposed Project would include law enforcement facilities or require the construction or expansion of facilities which could have an adverse physical effect on the environment.	Significant = S	Implementation Measure #21 The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) <i>[New Implementation]</i>	Significant and Unavoidable = SU	Potentially Significant = PS		PS	SU

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							Significance Before Mitigation	Level of Significance After Mitigation
Impact PFS-19								
The Proposed Project would not result in a substantial adverse physical impact to the continued provision of fire protection services in the Study Area.				<p>TC-2.13 Environmental Impacts of Roadway Projects</p> <p>NCR-1.1 Protect Natural Resources</p> <p>NCR-1.4 Environmental Review Process</p> <p>HS-2.3 Noise Analysis</p> <p>HS-4.5 City Review of Development Proposals</p> <p>HS-4.6 CEQA Compliance and Air Quality Mitigation</p> <p>Implement policies designed to minimize this impact through the continued provision of fire protection services and emergency response planning include the following:</p> <p>PFS-1.1 Maintain Existing Levels of Services</p> <p>PFS-1.4 Development Impacts to Existing Infrastructure</p> <p>PFS-1.5 Funding for Public Facilities</p> <p>PFS-1.8 Impact Mitigation</p> <p>PFS-1.9 Conditions of Approval</p> <p>PFS-8.1 Fire Response Times</p> <p>PFS-8.2 Insurance Service Organization Rating</p> <p>PFS-8.3 Provision of Station Facilities and Equipment</p> <p>PFS-8.4 Cost Sharing</p> <p>PFS-8.5 Cooperation with Adjacent Fire Districts</p> <p>PFS-8.6 Adequate Emergency Access and Routes</p> <p>PFS-8.8 Fire Flow Requirements</p> <p>PFS-8.9 Fire Hazards Protection for City Programs</p> <p>PFS-8.10 Public Awareness of Fire Hazards and Prevention</p> <p>HS-1.2 Maintain Emergency Public Services</p> <p>HS-1.3 Continue to Update Building and Fire Codes</p> <p>HS-7.1 Coordinated Emergency Response System</p> <p>HS-7.2 Update of Emergency Operations Plan</p> <p>HS-7.3 Access and Evacuation Corridors</p> <p>HS-7.4 Coordinated GIS Planning for Emergency Response</p> <p>HS-7.5 Siting of Critical Emergency Response Facilities</p> <p>HS-7.6 Security Implementation Measure #20</p>				

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Less than Significant = LS			Significant and Unavoidable = SU		Potentially Significant = PS	N/A = Not Applicable
Impact PFS-20			<p>Implementation Measure #21</p> <p>The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.)</p> <p><i>(New Implementation)</i>.</p>	<p>Implement policies designed to minimize this impact through the development of new facilities that address public safety and environmental concerns include the following:</p> <ul style="list-style-type: none"> LUJ-2.1 Agriculture Land Preservation TC-2.13 Environmental Impacts of Roadway Projects NCR-1.1 Protect Natural Resources NCR-1.4 Environmental Review Process HS-2.3 Noise Analysis HS-4.5 City Review of Development Proposals HS-4.6 CEQA Compliance and Air Quality Mitigation 	PS	SU
Impact PFS-21				<p>Implement policies designed to minimize this impact through the continued provision of school services include the following:</p> <ul style="list-style-type: none"> PFS-1.1 Maintain Existing Levels of Services PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval PFS-9.1 Appropriate Siting of Schools PFS-9.2 Funding for New School Construction PFS-9.3 Monitor Enrollment Needs PFS-9.4 Elementary School Sites PFS-9.5 School Funding PFS-9.6 School Alternatives <p>Implementation Measure #4</p>	PS	LS

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Environmental Impact	Mitigation Measure			Level of Significance Before Mitigation	Level of Significance After Mitigation
	Beneficial = B	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS
Less than Significant = LS					N/A = Not Applicable
			<p>Implementation Measure #21 DV-5.13 Joint Locations of Facilities DV-5.17 Joint Locations of Schools and Parks YE-3.1 Education Programs YE-3.2 Schools and Neighborhoods YE-3.3 Private Educational Facilities YE-3.4 Child Care YE-3.5 Educational and Child Care Facilities YE-3.6 Law Enforcement and Education YE-3.7 After School Programs</p>		
			<p>PFS-9.5 School Funding. To the extent allowed by State law, the City will require new projects to mitigate impacts on school facilities, which could occur through the use of developer fees. The City will also work with school districts, developers, and the public to evaluate alternatives to funding/providing adequate school facilities. <i>[Public Comment – Draft EIR Analysis].</i></p>		
			<p>Implementation Measure #21 The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) <i>[New Implementation].</i></p>		
Impact PFS-22	The Proposed Project would not result in a substantial adverse physical impact to the continued provision of library services in the Study Area.		Implement policies designed to minimize this impact through the continued provision of library services include the following: PFS-1.1 Maintain Existing Levels of Services PFS-1.4 Development Impacts to Existing Infrastructure PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval	PS	LS

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	Less than Significant = LS	Significant = S	Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable
			RW-4.3 Recreational Opportunities for Lower-Income Families		
			RW-4.4 Commercial Recreation / Non-Profit Facilities		
			RW-4.5 Youth Programs and Services		
			RW-4.6 Recreational Services and Programs Reflecting Cultural Diversity		
			Implementation Measure #21		
			The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.) <i>[New Implementation]</i> .		
Impact RW-2	The Proposed Project would include recreational facilities or require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.			PS	SU
			RW-1.1 Recreational Needs		
			RW-3.4 Development of Regional Parks		
			RW-3.5 Acquisition of Open Space		
			RW-3.6 Development of Utility Easements for Open Space		
RW-1.1			Recreational Needs. The City shall develop and provide facilities and programs to address the diverse recreation needs of Stockton residents, including various age groups, and income levels. Facilities shall be developed in compliance with all applicable regulations designed to address public safety and environmental impacts that may result through the construction, operation, and maintenance of these facilities. <i>[New Policy – Draft EIR Analysis]</i> .		
PFS-4.2			Watershed Drainage Plans. The City shall require the preparation of watershed drainage plans for proposed developments within the urban services boundary. These plans shall define needed drainage improvements and		

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Less than Significant = LS	Beneficial = B	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS	Level of Significance Before Mitigation	Level of Significance After Mitigation
			estimate construction costs for these improvements. The plans will also identify a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required drainage improvements (i.e., drainage basins, etc.) <i>[Source: Section 4, Water Facilities; Goal 1, Policy 10] [Draft EIR Analysis].</i>				N/A = Not Applicable
Impact RW-3	The Proposed Project would increase the potential risk of fire hazards along open space corridors or other recreational facilities through increased use.			Implement policies designed to minimize this impact through appropriate recreation facility management include the following: RW-1.1 Recreational Needs RW-1.2 Maintenance of Recreational Facilities RW-2.3 Siting to Maximize Security RW-5.1 Incorporate Waterways Into Design of Parks and Trails RW-5.2 Improve Riparian Corridors RW-5.3 Funding Waterway Access Implementation Measure #8 Implementation Measure #9 Implementation Measure #10 Implementation Measure #12		PS	LS
RW-5.4				Design of Waterway and Trail Corridors. The City shall design waterway and trail corridors to meet the recreational needs of the community, while maximizing public safety and access concerns. This includes locating trail corridors to ensure visibility along public roadways, where appropriate. <i>[New Policy – Draft EIR Analysis].</i>			
RW-5.5				Maintenance of Waterway and Trail Corridors. The City shall ensure that existing park maintenance activities incorporate applicable trail maintenance activities necessary to address public safety issues along City-owned trail areas. Trail maintenance activities shall be conducted in a manner consistent with all applicable environmental regulations and shall ensure emergency vehicle access along portions of the trail corridor where appropriate. Trail maintenance measures shall include, but not be limited to, vegetation or brush clearing and signage prohibiting inappropriate uses. <i>[New Policy – Draft EIR Analysis].</i>			

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Environmental Impact	Mitigation Measure	Level of Significance Before Mitigation	Level of Significance After Mitigation
<p>Less than Significant = LS Beneficial = B</p> <p>without the project.</p>	<p>Cumulative Significant = CS Significant and Unavoidable = SU</p> <p>HS-2.15 California Vehicle Code Standards HS-2.16 City vehicle and Equipment Implementation Measure #3 Implement policies designed to minimize construction-related noise impacts in the Study Area include the following: HS-2.10 Construction Noise HS-2.11 Limiting Construction Activities Implement policies designed to minimize mobile or transportation-related noise impacts in the Study Area include the following: HS-2.5 Mitigating Highway Noise HS-2.6 Controlling Truck Traffic Noise HS-2.7 Coordinate with Caltrans Implement policies designed to promote compatible development within areas that minimize impacts (including noise) to surrounding land uses include the following: HS-1.1 Development Constraints HS-2.17 Commercial Uses HS-2.18 Industrial Uses HS-2.18 Noise Easements TC-8.1 Port-Related Land Uses LU-1.7 Land Use Conflicts LU-3.7 Incompatible Uses LU-3.9 Conflicting Uses LU-5.2 Clustering of Uses LU-5.4 Adjacent Uses and Access LU-5.5 Compatible Land Uses LU-5.7 Adjacent Major Transit Uses</p>	<p>Potentially Significant = PS</p>	<p>N/A = Not Applicable</p>
<p>HS-2.19</p>	<p>Setback of Habitable Structures. The City shall require that all new habitable structures be setback at least 85 feet from the nearest railroad track. These setback areas shall be measured from the edge of the outermost railroad track. [New Policy – Draft EIR Analysis].</p>		

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Impact HS-3	The Proposed Project will be located within an airport land use plan area or within the vicinity of a private airstrip and could expose people residing or working with the project area to excessive noise levels.			<p>LU-5.5 Compatible Land Uses</p> <p>LU-5.7 Adjacent Major Transit Uses</p> <p>Implement policies designed to minimize the risk to City residents or local workers of exposure to excessive airport related noise levels include the following:</p> <p>LU-1.7 Land Use Conflicts</p> <p>LU-3.7 Incompatible Uses</p> <p>LU-5.7 Adjacent Major Transit Uses</p> <p>HS-2.8 Development Surrounding Airport</p> <p>HS-2.9 Update Airport Master Plan</p> <p>TC-7.4 Airport Related Land Uses</p> <p>TC-7.6 Consistency with Airport Land Use Commission Policies</p>	Potentially Significant = PS	N/A = Not Applicable
				<p>Implement policies designed to provide guidance on the analysis, mitigation and monitoring of a variety of noise-related impacts that could occur within the Study Area include the following:</p> <p>HS-2.1 Sensitive Receptors</p> <p>HS-2.2 Noise Compatibility Guidelines</p> <p>HS-2.3 Noise Analysis</p> <p>HS-2.4 Conduct Noise Monitoring</p> <p>HS-2.12 Sound Attenuation Features</p> <p>HS-2.13 Noise Buffering</p> <p>HS-2.14 State Noise Insulation Standards</p> <p>HS-2.15 California Vehicle Code Standards</p> <p>HS-2.16 City vehicle and Equipment Implementation Measure #3</p>	PS	SU
				<p>LU-6.1</p> <p>Airport Influence Area</p> <p>The City of Stockton will utilize the AIA adopted by the County Steekton-Metropolitan-Airport's Airport Land Use Commission for Stockton Metropolitan Airport as part of an update performed after 20076. In general, the AIA should be defined to encompass:</p>		

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				<p>All lands that, due to their proximity to the airport, are subject to a materially greater level of safety risk and/or adverse environmental effect (e.g. noise) from present or foreseeable future airport operations than lands more distant from the airport, and all lands in the vicinity of the airport on which certain land uses (e.g., residential or educational) could inhibit present or foreseeable airport operations due to the increased safety risks or adverse environmental effects (e.g., noise) on sensitive receptors that could result from such land uses.</p> <p>Prior to the adoption of a new AIA, the AIA will be defined as all properties within two miles of the airport boundary, as illustrated on Figure 3-2. [New Policy, City/Consultants]</p>				
				<p>LU-6.2</p> <p>Consistency with Airport Land Use Commission Policies</p> <p>The City will protect the Airport and related aviation facilities from encroachment by potentially incompatible land uses. The City shall ensure that the General Plan and all future development within the AIA will be consistent with the policies adopted by the San Joaquin County Airport Land Use Commission (ALUC), except where, pursuant to Public Utilities Code Sections 21676 and 21676.5, the City Council, pursuant to a two thirds vote, exercises its option to conclude that, notwithstanding a negative recommendation from the ALUC, the Council's proposed action is consistent with the purposes of providing for the orderly development of the Airport and the areas surrounding the airport while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive and safety hazards. [Source: Section 3, Air and Water Transportation; Goal 2, Policy 4 and input from Airport Staff, Previously Policy TC-6.5]</p>				
				<p>LU-6.3</p> <p>Interim Land Use Compatibility. Prior to adoption of a new Airport Land Use Compatibility Plan (ALUCP) to reflect current facility/operational parameters, the City shall utilize the following criteria for evaluation of land use applications within the AIA:</p> <ul style="list-style-type: none"> All project submittals shall be circulated to the ALUC for review and comment. 				

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	Less than Significant = LS	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable
				<ul style="list-style-type: none"> • Land use regulations in the existing ALUCP will apply for areas defined as being in the following Airport Land Use Zones (as defined in the existing ALUCP): Inner Approach Zone, Outer Approach Zone, Primary Surface Zone, Runway Protection Zone, and Transitional Zone. • For areas outside of the zones defined in Item #2 but within the AIA, applications for the following land uses will not be allowed until an updated ALUCP is prepared that demonstrates the suitability of the proposed land use or, in the meantime, an Aviation Safety Study is provided with the application, for review by the City and the ALUC, that demonstrates the suitability of the use in the proposed location/configuration: <ul style="list-style-type: none"> ○ Residential ○ Schools (except flight schools), libraries, hospitals, nursing homes, hotels, motels, dormitories, and other similar uses ○ Noise sensitive uses, such as outdoor theaters. ○ Uses that pose hazards to aviation safety ○ Facilities with a height of over 70 feet • If the City decides to allow any of the uses identified in Item 3 such uses shall be required to have interior noise levels (attributable to exterior sources) that shall not exceed 45 dB in any habitable structure. [New Policy – Draft EIR Analysis] 		
				<p>Obstructions</p> <p>The City will ensure the height of new structures complies with Federal Aviation Administration (FAA) Part 77 requirements. [New Policy – Draft EIR Analysis].</p>		
				<p>Infill within Adopted AIA</p> <p>Where substantial incompatible development already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited</p>		
				<p>Policy LU-6.3</p>		
				<p>LU-6.4</p>		

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				elsewhere in the zone, consistent with Public Utilities Code Sections 21676 and 21676.5. This exception does not apply in areas within the zones defined in Item 2 of LU-6-3. Projects can be considered infill if they meet all of the following criteria:				
				<ul style="list-style-type: none"> • The project site is bounded on at least three sides by uses similar to those proposed. • The proposed project would not extend the perimeter of the area developed with incompatible uses. • The proposed project does not otherwise increase the intensity and/or incompatibility of use through use permits, density transfers or other strategies. <i>[New Policy – Draft EIR Analysis].</i> 				
LU-6.5				Avigation Easements within AIA. New development, or expansion of an existing use that requires a building permit, within the AIA defined at the time of application, will be required to file an avigation easement with the City. <i>[New Policy – Draft EIR Analysis].</i>				
LU-6.6				Adjacent Major Transportation Hubs. The City shall direct industrial uses to areas in or near the Stockton Metropolitan Airport, the Port of Stockton, and the BNSF Intermodal Facility consistent with the policies of the Airport Land Use Commission, the Port of Stockton Master Development Plan, and BNSF respectively. [Source: Section 1, Industrial Land Use; Goal 2, Policy 3, Staff/ Consultants, Old LU-5.7].				
LU-6.7				Noise Analysis. As deemed necessary by the City, the environmental review for discretionary development proposals located near the airport shall include single event noise analyses. <i>[New Policy – Draft EIR Analysis].</i>				
Policy LU-6.7				Interior Noise Within Adopted AIA Sound attenuation shall be included in the requirements of new projects to provide interior noise levels (attributable to exterior sources) that do not exceed 45 dB in any habitable structure. <i>[New Policy – Draft EIR Analysis].</i>				

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	Beneficial = B	Significant = S		
Less than Significant = LS	Beneficial = B	Significant = S	Significant = PS	N/A = Not Applicable
		Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS
Impact HS-4	The Proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) rupture of a known earthquake, 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; 2) strong seismic groundshaking; 3) seismic-related ground failure, including liquefaction; or 4) landslides.		<p>Implementation Measure #512. The City will prepare and adopt modifications to the General Plan needed to bring the General Plan into compliance with any ALUCP adopted after 2006. <i>[New Implementation Measure – Draft EIR Analysis]</i>.</p> <p>HS-2.20 Conformity with Current AELUP. The City shall require that property owners/developers use the most current available AELUP as a planning resource for evaluating airport operations in addition to land use compatibility for development in the proximity of the Stockton Metropolitan Airport. Each project within the AIA shall conduct an appropriate noise and safety analysis (including, but not limited to, single event noise and accident risk) as part of the CEQA documentation. <i>[New Policy – Draft EIR Analysis]</i>.</p> <p>Implement policies designed to minimize geologic hazard impacts to people and structures in the Study Area include the following:</p> <ul style="list-style-type: none"> HS-1.1 Development Constraints HS-1.3 Continue to Update Building and Fire Codes HS-1.4 Promote Hazard Awareness HS-3.1 Seismic Safety of Structures and Public Facilities HS-3.2 Development in Areas Subject to Geologic Hazards HS-3.4 Uniform Building Code HS-3.5 Seismic Retrofitting HS-3.6 Development within the Primary Zone of the Delta HS-3.8 Alquist-Priolo Act Compliance <p>Implementation Measure #5</p> <p>Implement policies designed to minimize geologic hazard impacts to people and structures in the Study Area include the following:</p> <ul style="list-style-type: none"> HS-1.1 Development Constraints HS-1.3 Continue to Update Building and Fire Codes HS-1.4 Promote Hazard Awareness HS-3.1 Seismic Safety of Structures and Public Facilities 	LS
Impact HS-5	The Proposed Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.		<p>Implement policies designed to minimize geologic hazard impacts to people and structures in the Study Area include the following:</p> <ul style="list-style-type: none"> HS-1.1 Development Constraints HS-1.3 Continue to Update Building and Fire Codes HS-1.4 Promote Hazard Awareness HS-3.1 Seismic Safety of Structures and Public Facilities 	LS

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	Less than Significant = LS	Significant = S	Cumulative Significant = CS	Potentially Significant = PS	N/A = Not Applicable
			<p>HS-3.2 Development in Areas Subject to Geologic Hazards</p> <p>HS-3.4 Uniform Building Code</p> <p>HS-3.5 Seismic Retrofitting</p> <p>HS-3.6 Development within the Primary Zone of the Delta</p> <p>HS-3.8 Alquist-Priolo Act Compliance Implementation Measure #5</p> <p>Implementation measure #6</p>		
Impact HS-6	The Proposed Project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) (1997), but would not create substantial risks to life or property.		Implement policies designed to minimize geologic hazard impacts to people and structures in the Study Area include the following: HS-1.1 Development Constraints HS-1.3 Continue to Update Building and Fire Codes HS-1.4 Promote Hazard Awareness HS-3.1 Seismic Safety of Structures and Public Facilities HS-3.2 Development in Areas Subject to Geologic Hazards HS-3.4 Uniform Building Code HS-3.5 Seismic Retrofitting HS-3.6 Development within the Primary Zone of the Delta HS-3.8 Alquist-Priolo Act Compliance Implementation Measure #5 Implementation measure #6	LS	
Impact HS-7	The Proposed Project would result in a cumulatively considerable net increase of criteria pollutants. Future growth in accordance with the Proposed Project would exceed the daily SJVAPCD thresholds for NOx and ROG.		Implement policies designed to minimize construction-related air quality impacts in the Study Area include the following: HS-4.7 Air Quality Mitigation HS-4.9 Dust Suppression Measures Implement policies designed to reduce the use of single-occupant vehicle trips to help reduce operational air quality impacts in the Study Area include the following: LU-1.12 Commuting Distances HS-4.10 Travel Demand Measures HS-4.13 Location of Support Services HS-4.14 Parking Controls HS-4.15 Infill Near Employment	PS	SU

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Less than Significant = LS	Beneficial = B	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable	
			Implement policies designed to support the use of alternatives methods of transportation and improve the efficiency and ridership of public transit and rail within the City include the following:				
			HS-4.8 Transportation Demand Management Programs				
			HS-4.12 Employment-Intensive Development				
			HS-4.17 Street Design				
			HS-4.18 Design for Transportation Alternatives				
			Implementation Measure #13				
			TC-3.9 Programs for Smart Growth/Transit-Oriented-Development				
			TC-4.1 Support and Plan for Bus and Rail Transit				
			TC-4.3 Clustering of Land Uses in Transit-Serving Areas				
			TC-4.13 Support Heavy Rail Passenger Connections				
			Implement policies designed to support the increased use of electric and alternative fuel vehicles include the following:				
			Implementation Measure #9				
			Implementation Measure #10				
			Implementation Measure #11				
			Implement policies designed to encourage continued support of regional air quality planning efforts include the following:				
			HS-4.1 Cooperation with Local and Regional Agencies				
			HS-4.2 Regional Agency Review				
			HS-4.3 Regional Air Quality Project Review				
			HS-4.4 Support Regional Air Quality Attainment Plans				
			HS-4.16 Planning Programs				
			Implementation Measure #7				
			Implement policies designed to minimize air quality emissions associated with future development in the Study Area include the following:				
			HS-4.5 City Review of Development Proposals				
			HS-4.6 CEQA Compliance				
			HS-4.7 Air Quality Mitigation				
			HS-4.11 Woodburning				
			HS-4.19 Transportation Management Associations				
			Implementation Measure #8				
			Implementation Measure #12				

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	Less than Significant = LS	Beneficial = B	Significant = S	Significance Before Mitigation	Level of Significance After Mitigation
Impact HS-9 Buildout of the Proposed Project would generate emissions above the daily SJVAPCD significance thresholds for NOx and ROG, primarily due to emissions related to increased traffic.	Significant = S	Beneficial = B	Significant = S	Potentially Significant = PS	N/A = Not Applicable
				Cumulative Significant = CS	Significant and Unavoidable = SU
			<p>HS-4.4 Support Regional Air Quality Attainment Plans</p> <p>HS-4.16 Planning Programs Implementation Measure #7</p> <p>Implement policies designed to minimize air quality emissions associated with future development in the Study Area include the following:</p> <ul style="list-style-type: none"> HS-4.5 City Review of Development Proposals HS-4.6 CEQA Compliance HS-4.7 Air Quality Mitigation HS-4.11 Woodburning HS-4.19 Transportation Management Associations Implementation Measure #8 Implementation Measure #12 		
			<p>Implement policies designed to minimize construction-related air quality impacts in the Study Area include the following:</p> <ul style="list-style-type: none"> HS-4.7 Air Quality Mitigation HS-4.9 Dust Suppression Measures <p>Implement policies designed to reduce the use of single-occupant vehicle trips to help reduce operational air quality impacts in the Study Area include the following:</p> <ul style="list-style-type: none"> LU-1.12 Commuting Distances HS-4.10 Travel Demand Measures HS-4.13 Location of Support Services HS-4.14 Parking Controls HS-4.15 Infill Near Employment <p>Implement policies designed to support the use of alternatives methods of transportation and improve the efficiency and ridership of public transit and rail within the City include the following:</p> <ul style="list-style-type: none"> HS-4.8 Transportation Demand Management Programs HS-4.12 Employment-Intensive Development HS-4.17 Street Design HS-4.18 Design for Transportation Alternatives Implementation Measure #13 TC-3.9 Programs for Smart Growth/Transit-Oriented Development TC-4.1 Support and Plan for Bus and Rail Transit 	PS	SU

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Less than Significant = LS				Level of Significance Before Mitigation	Level of Significance After Mitigation		
				<p>TC-4.3 Clustering of Land Uses in Transit-Serving Areas</p> <p>TC-4.13 Support Heavy Rail Passenger Connections</p> <p>Implement policies designed to support the increased use of electric and alternative fuel vehicles include the following:</p> <ul style="list-style-type: none"> Implementation Measure #9 Implementation Measure #10 Implementation Measure #11 <p>Implement policies designed to encourage continued support of regional air quality planning efforts include the following:</p> <ul style="list-style-type: none"> HS-4.1 Cooperation with Local and Regional Agencies HS-4.2 Regional Agency Review HS-4.3 Regional Air Quality Project Review HS-4.4 Support Regional Air Quality Attainment Plans HS-4.16 Planning Programs <p>Implementation Measure #7</p> <p>Implement policies designed to minimize air quality emissions associated with future development in the Study Area include the following:</p> <ul style="list-style-type: none"> HS-4.5 City Review of Development Proposals HS-4.6 CEQA Compliance HS-4.7 Air Quality Mitigation HS-4.11 Woodburning HS-4.19 Transportation Management Associations <ul style="list-style-type: none"> Implementation Measure #8 Implementation Measure #12 			
Impact HS-10	The Proposed Project would expose sensitive receptors to substantial pollutant concentrations.					PS	SU
				<p>Implement policies designed to reduce the use of single-occupant vehicle trips to help reduce operational air quality impacts in the Study Area include the following:</p> <ul style="list-style-type: none"> LU-1.12 Commuting Distances HS-4.10 Travel Demand Measures HS-4.13 Location of Support Services HS-4.14 Parking Controls HS-4.15 Infill Near Employment <p>Implement policies designed to support the use of alternatives methods of transportation and improve the efficiency and ridership of public transit and rail within the City include the following:</p>			

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				<p>HS-4.8 Transportation Demand Management Programs</p> <p>HS-4.12 Employment-Intensive Development</p> <p>HS-4.17 Street Design</p> <p>HS-4.18 Design for Transportation Alternatives Implementation Measure #13</p> <p>TC-3.9 Programs for Smart Growth/Transit-Oriented-Development</p> <p>TC-4.1 Support and Plan for Bus and Rail Transit</p> <p>TC-4.3 Clustering of Land Uses in Transit-Serving Areas</p> <p>TC-4.13 Support Heavy Rail Passenger Connections</p> <p>Implement policies designed to support the increased use of electric and alternative fuel vehicles include the following:</p> <p>Implementation Measure #9</p> <p>Implementation Measure #10</p> <p>Implementation Measure #11</p> <p>Implement policies designed to encourage continued support of regional air quality planning efforts include the following:</p> <p>HS-4.1 Cooperation with Local and Regional Agencies</p> <p>HS-4.2 Regional Agency Review</p> <p>HS-4.3 Regional Air Quality Project Review</p> <p>HS-4.4 Support Regional Air Quality Attainment Plans</p> <p>HS-4.16 Planning Programs</p> <p>Implementation Measure #7</p> <p>Implement policies designed to minimize air quality emissions associated with future development in the Study Area include the following:</p> <p>HS-4.5 City Review of Development Proposals</p> <p>HS-4.6 CEQA Compliance</p> <p>HS-4.7 Air Quality Mitigation</p> <p>HS-4.11 Woodburning</p> <p>HS-4.19 Transportation Management Associations</p> <p>Implementation Measure #12</p> <p>Implement policies designed to promote compatible development within areas that minimize impacts to surrounding land uses include the following:</p> <p>LU-1.7 Land Use Conflicts</p> <p>LU-3.7 Incompatible Uses</p>			N/A = Not Applicable

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Less than Significant = LS								N/A = Not Applicable
Impact HS-11	The Proposed Project would not create objectionable odors affecting a substantial number of people.			<p>Implement policies designed to minimize construction-related air quality impacts in the Study Area include the following:</p> <ul style="list-style-type: none"> HS-4.7 Air Quality Mitigation HS-4.9 Dust Suppression Measures <p>Implement policies designed to encourage continued support of regional air quality planning efforts include the following:</p> <ul style="list-style-type: none"> HS-4.1 Cooperation with Local and Regional Agencies HS-4.2 Regional Agency Review HS-4.3 Regional Air Quality Project Review HS-4.4 Support Regional Air Quality Attainment Plans HS-4.16 Planning Programs <p>Implementation Measure #7</p> <p>Implement policies designed to minimize air quality emissions associated with future development in the Study Area include the following:</p> <ul style="list-style-type: none"> LU-1.12 Commuting Distances HS-4.5 City Review of Development Proposals HS-4.6 CEQA Compliance HS-4.7 Air Quality Mitigation HS-4.11 Woodburning HS-4.19 Transportation Management Associations <p>Implementation Measure #12</p> <p>Implement policies designed to promote compatible development within areas that minimize impacts to surrounding land uses include the following:</p> <ul style="list-style-type: none"> LU-1.7 Land Use Conflicts LU-3.7 Incompatible Uses LU-3.9 Conflicting Uses LU-5.2 Clustering of Uses LU-5.4 Adjacent Uses and Access LU-5.5 Compatible Land Use LU-5.7 Adjacent Major Transit Uses 			LS	

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Less than Significant = LS	Beneficial = B	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable
Impact HS-12	The Proposed Project would result in a cumulatively considerable net increase of greenhouse gas emissions that would contribute to global warming conditions			Implement policies designed to reduce the use of single-occupant vehicle trips to help reduce operational air quality impacts in the Study Area include the following: LU-1.12 Commuting Distances HS-4.10 Travel Demand Measures HS-4.13 Location of Support Services HS-4.14 Parking Controls HS-4.15 Infill Near Employment Implement policies designed to support the use of alternatives methods of transportation and improve the efficiency and ridership of public transit and rail within the City include the following: HS-4.8 Transportation Demand Management Programs HS-4.12 Employment-Intensive Development HS-4.17 Street Design HS-4.18 Design for Transportation Alternatives Implementation Measure #13 TC-3.9 Programs for Smart Growth/Transit-Oriented-Development TC-4.1 Support and Plan for Bus and Rail Transit TC-4.3 Clustering of Land Uses in Transit-Serving Areas TC-4.13 Support Heavy Rail Passenger Connections Implement policies designed to support the increased use of electric and alternative fuel vehicles include the following: Implementation Measure #9 Implementation Measure #10 Implementation Measure #11 Implement policies designed to encourage continued support of regional air quality planning efforts include the following: HS-4.1 Cooperation with Local and Regional Agencies HS-4.2 Regional Agency Review HS-4.3 Regional Air Quality Project Review HS-4.4 Support Regional Air Quality Attainment Plans HS-4.16 Planning Programs Implementation Measure #7	PS	SU

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Less than Significant = LS						Level of Significance Before Mitigation	Level of Significance After Mitigation	
Impact HS-13	The Proposed Project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials to the environment.			Implement policies designed to minimize air quality emissions associated with future development in the Study Area include the following: HS-4.5 City Review of Development Proposals HS-4.6 CEQA Compliance HS-4.7 Air Quality Mitigation HS-4.19 Transportation Management Associations Implementation Measure #8 Implementation Measure #12				
				HS-4.20 Support Statewide Global Warming Solutions. The City shall monitor and support the efforts of the California Air Resources Board, under AB 32, to formulate mitigation strategies, if any, that may be implemented by local government. If and when any such strategies become available, the City shall consider whether to implement them in some form, such as, for example, by imposing new mitigation measures on new development. If the City Council, after seeking public input on the subject, chooses to implement any such measures it considers to be feasible and desirable, the City's commitment may take the form of a new ordinance, resolution, or other type of policy document. <i>[New Policy – Draft EIR Analysis]</i> .				
				Implement policies designed to minimize the risk of City residents and property associated with the transport, distribution, use, and storage of hazardous materials include the following: HS-5.1 Attraction/Retention of Clean Industries HS-5.2 Hazardous Materials HS-5.3 Designated Routes for Hazardous Materials Transport HS-5.4 Hazardous Materials Management HS-5.5 Hazardous Materials Inventory HS-5.6 Household Hazardous Waste Collection System HS-5.7 Increase Public Awareness HS-5.8 Compatibility with Surrounding Land Uses				

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Impact HS-14 The Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Beneficial = B	Significant = S	Significant and Unavoidable = SU	Potentially Significant = PS
			Hazardous Materials Studies. The City shall ensure that the components of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project. <i>[New Policy – Draft EIR Analysis]</i> .	N/A = Not Applicable
Impact HS-15 Development under the Proposed Project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to government code section PS65962.5 and, as a result, could create a significant hazard to the public or the environment.NA	Beneficial = B	Significant = S	Significant and Unavoidable = SU	Potentially Significant = PS
			Hazardous Materials Studies. The City shall ensure that the components of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project. <i>[New Policy – Draft EIR Analysis]</i> .	N/A = Not Applicable
			Implement policies designed to minimize the risk of City residents and property associated with the transport, distribution, use, and storage of hazardous materials include the following: HS-5.1 Attraction/Retention of Clean Industries HS-5.2 Hazardous Materials HS-5.3 Designated Routes for Hazardous Materials Transport HS-5.4 Hazardous Materials Management HS-5.5 Hazardous Materials Inventory HS-5.6 Household Hazardous Waste Collection System HS-5.7 Increase Public Awareness HS-5.8 Compatibility with Surrounding Land Uses	LS
			Implement policies designed to minimize the risk of City residents and property associated with their placement on or near a contaminated site include the following: HS-1.1 Development Constraints HS-5.1 Hazardous Materials HS-5.4 Hazardous Materials Management HS-5.5 Hazardous Materials Inventory HS-5.8 Compatibility with Surrounding Land Uses	PS
			Hazardous Materials Studies. The City shall ensure that the components of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.	LS

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Impact HS-16	The Proposed Project will result in development located within an airport land use plan area or and could result in a safety hazard for people residing or working in the project area.			<p>phase for each project. <i>[New Policy – Draft EIR Analysis]</i>.</p> <p>Implement policies designed to minimize the risk of airport related hazards to City residents and property include the following:</p> <ul style="list-style-type: none"> LU-1.7 Land Use Conflicts LU-3.7 Incompatible Uses LU-3.9 Conflicting Uses LU-5.2 Clustering of Uses LU-5.4 Adjacent Uses and Access LU-5.5 Compatible Land Use LU-5.7 Adjacent Major Transit Uses TC-7.4 Airport Related Land Uses TC-7.6 Consistency with Airport Land Use Commission Policies 				PS	SU
				<p>Airport Influence Area</p> <p>The City of Stockton will utilize the AIA adopted by the County Stockton Metropolitan Airport's Airport Land Use Commission for Stockton Metropolitan Airport as part of an update performed after 20076. In general, the AIA should be defined to encompass:</p> <p>All lands that, due to their proximity to the airport, are subject to a materially greater level of safety risk and/or adverse environmental effect (e.g. noise) from present or foreseeable future airport operations than lands more distant from the airport, and all lands in the vicinity of the airport on which certain land uses (e.g., residential or educational) could inhibit present or foreseeable airport operations due to the increased safety risks or adverse environmental effects (e.g., noise) on sensitive receptors that could result from such land uses.</p> <p>Prior to the adoption of a new AIA, the AIA will be defined as all properties within two miles of the airport boundary, as illustrated on Figure 3-2. <i>[New Policy, City/Consultants]</i></p>					
				LU-6.1					

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Less than Significant = LS				Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable
			LU-6.2	<p>Consistency with Airport Land Use Commission Policies The City will protect the Airport and related aviation facilities from encroachment by potentially incompatible land uses. The City shall ensure that the General Plan and all future development within the AIA will be consistent with the policies adopted by the San Joaquin County Airport Land Use Commission (ALUC), except where, pursuant to Public Utilities Code Sections 21676 and 21676.5, the City Council, pursuant to a two thirds vote, exercises its option to conclude that, notwithstanding a negative recommendation from the ALUC, the Council's proposed action is consistent with the purposes of providing for the orderly development of the Airport and the areas surrounding the airport while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive and safety hazards. [Source: Section 3, Air and Water Transportation; Goal 2, Policy 4 and Input from Airport Staff, Previously Policy TC-6.5]</p>		
			LU-6.3	<p>Interim Land-Use Compatibility. Prior to adoption of a new Airport Land-Use-Compatibility Plan (ALUCP) to reflect current facility/operational parameters, the City shall utilize the following criteria for evaluation of land-use applications within the AIA:</p> <ul style="list-style-type: none"> • All project submittals shall be circulated to the ALUC for review and comment. • Land use regulations in the existing ALUCP will apply for areas defined as being in the following Airport Land-Use Zones (as defined in the existing ALUCP): Inner Approach Zone, Outer Approach Zone, Primary Surface Zone, Runway Protection Zone, and Transitional Zone. • For areas outside of the zones defined in Item #2 but within the AIA, applications for the following land uses will not be allowed until an updated ALUCP is prepared that demonstrates the suitability of the proposed land use or, in the meantime, an Aviation Safety Study is provided with the application, for review by the City and the ALUC. 		

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			<p>that demonstrates the suitability of the use in the proposed location/configuration:</p> <ul style="list-style-type: none"> ○ Residential ○ Schools (except flight schools), libraries, hospitals, nursing homes, hotels, motels, dormitories, and other similar uses ○ Noise sensitive uses, such as outdoor theaters. ○ Uses that pose hazards to aviation safety ○ Facilities with a height of over 70 feet <p>• If the City decides to allow any of the uses identified in Item 3 such uses shall be required to have interior noise levels (attributable to exterior sources) that shall not exceed 45 dB in any habitable structure. [New Policy – Draft EIR Analysis]</p>		
			<p>Obstructions The City will ensure the height of new structures complies with Federal Aviation Administration (FAA) Part 77 requirements. [New Policy – Draft EIR Analysis].</p>		
			<p>Policy LU-6.4 Infill within Adopted AIA Where substantial incompatible development already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone, consistent with Public Utilities Code Sections 21676 and 21676.5. This exception does not apply in areas within the zones defined in Item 2 of LU-6.3. Projects can be considered infill if they meet all of the following criteria:</p> <ul style="list-style-type: none"> • The project site is bounded on at least three sides by uses similar to those proposed. • The proposed project would not extend the perimeter of the area developed with incompatible uses. • The proposed project does not otherwise increase the intensity and/or incompatibility of use through use permits, density transfers or other strategies. [New Policy – Draft EIR Analysis]. 		

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					Before Mitigation	After Mitigation
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LU-6.5				Avigation Easements within AIA. New development, or expansion of an existing use that requires a building permit, within the AIA defined at the time of application, will be required to file an avigation easement with the City. <i>[New Policy – Draft EIR Analysis].</i>		
LU-6.6				Adjacent Major Transportation Hubs. The City shall direct industrial uses to areas in or near the Stockton Metropolitan Airport, the Port of Stockton, and the BNSF Intermodal Facility consistent with the policies of the Airport Land Use Commission, the Port of Stockton Master Development Plan, and BNSF respectively. [Source: Section 1, Industrial Land Use; Goal 2, Policy 3, Staff/ Consultants, Old LU-5.7].		
LU-6.7				Noise Analysis. As deemed necessary by the City, the environmental review for discretionary development proposals located near the airport shall include, single-event noise analyses. <i>[New Policy – Draft EIR Analysis].</i>		
Policy LU-6.7				Interior Noise Within Adopted AIA Sound attenuation shall be included in the requirements of new projects to provide interior noise levels (attributable to exterior sources) that do not exceed 45 dB in any habitable structure. <i>[New Policy – Draft EIR Analysis].</i>		
Implementation Measure #542.				The City will prepare and adopt modifications to the General Plan needed to bring the General Plan into compliance with any ALUCP adopted after 2006. <i>[New Implementation Measure – Draft EIR Analysis].</i>	PS	SU
Impact HS-17				The Proposed Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.		
				Implement policies designed to ensure a coordinated approach to emergency response and evacuation planning include the following: HS-7.1 Coordinated Emergency Response System HS-7.2 Update of Emergency Operations Plan HS-7.3 Access and Evacuation Corridors HS-7.4 Coordinated GIS Planning for Emergency Response HS-7.5 Siting of Critical Emergency Response Facilities		

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Impact HS-18	Less than Significant = LS	The Proposed Project could 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.	Significant = S	Implement policies designed to minimize this impact through the continued provision of fire protection services and emergency response planning include the following: PFS-1.1 Maintain Existing Levels of Services PFS-1.5 Funding for Public Facilities PFS-1.8 Impact Mitigation PFS-1.9 Conditions of Approval PFS-8.1 Fire Response Times PFS-8.2 Insurance Service Organization Rating PFS-8.3 Provision of Station Facilities and Equipment PFS-8.4 Cost Sharing PFS-8.5 Cooperation with Adjacent Fire Districts PFS-8.6 Adequate Emergency Access and Routes PFS-8.8 Fire Flow Requirements PFS-8.9 Fire Hazards Protection for City Programs PFS-8.10 Public Awareness of Fire Hazards and Prevention Implementation Measure #4 Implementation Measure #11 Implementation Measure #21	Potentially Significant = PS	N/A = Not Applicable LS
				Implement policies designed to ensure a coordinated approach to emergency response and evacuation planning include the following: HS-7.1 Coordinated Emergency Response System HS-7.3 Access and Evacuation Corridors HS-7.5 Siting of Critical Emergency Response Facilities		
				Buffer Zones for Fire Protection. The City shall require new development to incorporate additional greenbelts, fuel breaks, fuel reduction and buffer zones around communities to minimize potential fire losses. <i>[New Policy – Environmental Analysis]</i> .		
				Weed Abatement. The City shall maintain a weed abatement program to ensure clearing of dry brush areas. Weed abatement activities shall be conducted in a manner consistent with all applicable environmental regulations. <i>[New Policy - Environmental Analysis]</i> .		

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Less than Significant = LS					Significance Before Mitigation	Level of Significance After Mitigation
			<p>Implementation Measure #21</p> <p>The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 where fire facilities fees are already levied.). <i>[New Implementation]</i>.</p>			

CHAPTER 13 NATURAL AND CULTURAL RESOURCES

<p>Impact NCR-1 The Proposed Project would have a substantial adverse effect, either directly or through habitat modifications, on any officially designated species identified as an endangered, threatened, 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.</p>					<p>Implement policies designed to protect and preserve sensitive habitats and address biological resource impacts include the following:</p> <ul style="list-style-type: none"> NCR-1.1 Protect Natural Resources NCR-1.3 Preserve Open Space NCR-2.1 Protect Sensitive Habitats NCR-2.2 Management of Wetlands NCR-2.3 Management of Sensitive Habitats NCR-2.11 Maintain Biological Resources Database Implementation measure #2 RW-5.2 Improve Riparian Corridors <p>Implement policies designed to protect and preserve the unique habitats of the Delta include the following:</p> <ul style="list-style-type: none"> NCR-2.14 Protect Delta Habitats NCR-2.16 Fisheries and Riparian Habitat NCR-2.17 Development within the Primary Zone of the Delta RW-5.2 Improve Riparian Corridors <p>Implement policies designed to mitigate the impact of development on key biological resources include the following:</p> <ul style="list-style-type: none"> NCR-2.4 Impacts to Sensitive Habitats NCR-2.5 SJCOC Multi Species Habitat Conservation and Open Space Plan NCR-2.6 New Development in Sensitive Areas 	PS	SU
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<p>Impact NCR-2 The Proposed Project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>			

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Less than Significant = LS								N/A = Not Applicable
				Implement policies designed to mitigate the impact of development on key biological resources include the following: NCR-2.4 Impacts to Sensitive Habitats NCR-2.5 SJCOG Multi Species Habitat Conservation and Open Space Plan NCR-2.6 New Development in Sensitive Areas NCR-2.7 Development Review NCR-2.8 Development Review NCR-2.9 Appropriate Mitigation Measures NCR-2.10 Wetland Resources NCR-2.12 Requirements for Biological Studies NCR-2.13 Encourage Planting of Native Vegetation Implementation Measure #1 Implementation Measure #3 Implementation Measure #4				
				NCR-2.18 Mimimize Lighting Impacts. The City shall ensure that lighting associated with new development or facilities (including street lighting, recreational facilities, and parking) shall be designed to prevent artificial lighting from illuminating adjacent natural areas at a level greater than one foot candle above ambient conditions. <i>[New Policy – Draft EIR Analysis]</i> .				
Impact NCR-4 The Proposed Project would 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.							PS	SU
				Implement policies designed to protect and preserve sensitive habitats and address biological resource impacts include the following: NCR-1.1 Protect Natural Resources NCR-1.3 Preserve Open Space NCR-2.1 Protect Sensitive Habitats NCR-2.2 Management of Wetlands NCR-2.3 Management of Sensitive Habitats NCR-2.11 Maintain Biological Resources Database Implementation measure #2 RW-5.2 Improve Riparian Corridors Implement policies designed to protect and preserve the unique habitats of the Delta include the following: NCR-2.14 Protect Delta Habitats NCR-2.16 Fisheries and Riparian Habitat				

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			NCR-2.17 Development within the Primary Zone of the Delta		
			RW-5.2 Improve Riparian Corridors		
			Implement policies designed to mitigate the impact of development on key biological resources include the following:		
			NCR-2.4 Impacts to Sensitive Habitats		
			NCR-2.5 SJCOG Multi Species Habitat Conservation and Open Space Plan		
			NCR-2.6 New Development in Sensitive Areas		
			NCR-2.7 Development Review		
			NCR-2.8 Development Review		
			NCR-2.9 Appropriate Mitigation Measures		
			NCR-2.10 Wetland Resources		
			NCR-2.12 Requirements for Biological Studies		
			NCR-2.13 Encourage Planting of Native Vegetation		
			Implementation Measure #1		
			Implementation Measure #3		
			Implementation Measure #4		
			NCR-2.18		
			Minimize Lighting Impacts. The City shall ensure that lighting associated with new development or facilities (including street lighting, recreational facilities, and parking) shall be designed to prevent artificial lighting from illuminating adjacent natural areas at a level greater than one foot candle above ambient conditions. <i>[New Policy – Draft EIR Analysis]</i> .		
Impact NCR-5 The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.			Implement policies designed to protect and preserve sensitive habitats and address biological resource impacts include the following: NCR-1.1 Protect Natural Resources NCR-1.3 Preserve Open Space NCR-2.1 Protect Sensitive Habitats NCR-2.2 Management of Wetlands NCR-2.3 Management of Sensitive Habitats NCR-2.11 Maintain Biological Resources Database Implementation measure #2 RW-5.2 Improve Riparian Corridors		LS

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			Implement policies designed to protect and preserve the unique habitats of the Delta include the following: NCR-2.14 Protect Delta Habitats NCR-2.16 Fisheries and Riparian Habitat NCR-2.17 Development within the Primary Zone of the Delta RW-5.2 Improve Riparian Corridors			
			Implement policies designed to mitigate the impact of development on key biological resources include the following: NCR-2.4 Impacts to Sensitive Habitats NCR-2.5 SJCOG Multi Species Habitat Conservation and Open Space Plan NCR-2.6 New Development in Sensitive Areas NCR-2.7 Development Review NCR-2.8 Development Review NCR-2.9 Appropriate Mitigation Measures NCR-2.10 Wetland Resources NCR-2.12 Requirements for Biological Studies NCR-2.13 Encourage Planting of Native Vegetation Implementation Measure #1 Implementation Measure #3 Implementation Measure #4			
Impact NCR-6	The Proposed Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.			Implement policies designed to protect and preserve sensitive habitats and address biological resource impacts include the following: NCR-1.1 Protect Natural Resources NCR-1.3 Preserve Open Space NCR-2.1 Protect Sensitive Habitats NCR-2.2 Management of Wetlands NCR-2.3 Management of Sensitive Habitats NCR-2.11 Maintain Biological Resources Database Implementation measure #2 RW-5.2 Improve Riparian Corridors		LS
			Implement policies designed to protect and preserve the unique habitats of the Delta include the following: NCR-2.14 Protect Delta Habitats NCR-2.16 Fisheries and Riparian Habitat			

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	Less than Significant = LS				Potentially Significant = PS	N/A = Not Applicable
				NCR-2.17 Development within the Primary Zone of the Delta		
				RW-5.2 Improve Riparian Corridors		
				Implement policies designed to mitigate the impact of development on key biological resources include the following:		
				NCR-2.4 Impacts to Sensitive Habitats		
				NCR-2.5 SJCOG Multi Species Habitat Conservation and Open Space Plan		
				NCR-2.6 New Development in Sensitive Areas		
				NCR-2.7 Development Review		
				NCR-2.8 Development Review		
				NCR-2.9 Appropriate Mitigation Measures		
				NCR-2.10 Wetland Resources		
				NCR-2.12 Requirements for Biological Studies		
				NCR-2.13 Encourage Planting of Native Vegetation		
				Implementation Measure #1		
				Implementation Measure #3		
				Implementation Measure #4		
				Implement policies designed to preserve and maintain City historic resources include the following:	PS	SU
				CD-2.1 Protect and Enhance Cultural Resources		
				CD-2.2 New Infrastructure		
				CD-2.3 Incorporate Historic Features		
				CD-2.4 Respect Historic Neighborhood Patterns		
				DV-3.5 Older Neighborhoods		
				DV-3.10 Compatible Scale and Character		
				NCR-3.1 Evaluation of Historic Resources		
				NCR-3.2 Historic Structures and Sites		
				NCR-3.3 Historical/Cultural Resources Inventory		
				NCR-3.4 State Historic Building Code		
				Implementation Measure #1		
				Implementation Measure #4		
				Implementation Measure #5		
Impact NCR-7	The Proposed Project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.					

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Impact NCR-8	Less than Significant = LS	Significant = S	Cumulative Significant = CS	<p>NCR-3.2 Historic Structures and Sites. The City shall support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building. <i>[New Policy – Draft EIR Analysis]</i></p> <p>Implement policies designed to preserve and maintain archaeological resources include the following: NCR-3.3 Historical/Cultural Resources Inventory NCR-3.5 Archaeological Resource Surveys NCR-3.6 Discovery of Archaeological Resources NCR-3.7 Native American Resources Implementation Measure #1 Implementation Measure #4 Implementation Measure #5 Implementation Measure #6</p> <p>NCR-3.6 Discovery of Archaeological Resources. Consistent with Stockton Municipal Code Section 16-310.050 - Cultural Resources, in the event that archaeological/paleontological resources are discovered during site excavation, the City shall require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archeologist/paleontologist. The City will require that a qualified archeologist/paleontologist make recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontological materials. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City. <i>[Revised New Policy – Draft EIR Analysis]</i></p>	Potentially Significant = PS	PS	"Historical Resources": SU "Archaeological Resources and Human Remains": LS

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			NCR-3.8					
				<p>Discovery of Human Remains. Consistent with Stockton Municipal Code Section 16-310.050 - Cultural Resources and the CEQA Guidelines (Section 15064.5), if human remains of Native American origin are discovered during project construction, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> -The San Joaquin County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and -if the remains are of Native American origin, <ul style="list-style-type: none"> -The descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. -The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission, or -The landowner or his or her authorized representative rejects any timely recommendations of the descendant, and mediation conducted by the Native American Heritage Commission has failed to provide measures acceptable to the landowner. <p><i>(New Policy – Draft EIR Analysis)</i></p>				
Impact NCR-9 The Proposed Project would result in the substantial conversion of important farmland to non-agricultural uses.				Implement policies designed to conserve agricultural resources within the Study Area include the following: NCR-4.1 Continued Agricultural Use NCR-4.2 Right to Farm Ordinance			PS	SU

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Impact NCR-12	Less than Significant = LS	Significant = S	Significant = PS	N/A = Not Applicable
		Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS
		Programs		
		DV-4.8 Limit New Village Development on Prime Agricultural Lands		
		LU-2.2		
		Agriculture Buffer. The City shall support the establishment of a permanent agricultural/open space buffer along the ultimate northern and eastern edge of the Urban Service Area. Buffer or setback areas would follow along parcel boundary lines and be established with a minimum width of 200 feet. [New Policy – Draft EIR Analysis].		
		Implement policies designed to address soil erosion impacts include the following: NCR-5.2 Agricultural Impacts to Soil NCR-5.3 Soil Erosion		
		NCR-5.3		
		Soil Erosion. The City shall require new development to implement measures that minimize soil erosion from wind and water related to construction. Measures shall include, but not be limited to the following: <ul style="list-style-type: none"> Grading requirements that limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, or other intended uses; and/or Construction techniques that utilize site preparation, grading, and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving development sites and polluting local waterways. [Revised New Policy – Draft EIR Analysis] 		
		Implement policies designed to improve the overall visual quality of the urban environment and reduce visual impacts include the following: CD-1.1 Urban Design Plans CD-1.2 Contrast Between Urban and Rural CD-1.3 Travel Experience CD-1.4 Transition to Rural Landscapes CD-1.5 Gateways		
Impact NCR-13	Less than Significant = LS	Significant = S	Significant = PS	SU
		The Proposed Project would substantially degrade the existing visual character or quality of the site and its surroundings.		

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			<p>CD-1.6 Open Space Features</p> <p>DV-1.1 Overall Civic Framework</p> <p>DV-1.4 Part of Citywide Open Space System</p> <p>NCR-6.1 Community Design</p> <p>Implement policies designed to protect the City's traditional neighborhoods/historic districts and reduce visual impacts include the following:</p> <p>CD-2.1 Protect and Enhance Cultural Resources</p> <p>CD-2.2 New Infrastructure</p> <p>CD-2.3 Incorporate Historic Features</p> <p>CD-2.4 Respect Historic Neighborhood Patterns</p> <p>DV-2.1 Revitalize Downtown Stockton</p> <p>DV-2.11 Environmental Quality</p> <p>DV-2.13 Building Rehabilitation</p> <p>DV-3.6 Neighborhood Preservation</p> <p>DV-3.7 Historic Resources</p> <p>DV-3.10 Compatible Scale and Character</p> <p>Implement policies designed to improve the image of the City's existing strip districts and corridors and reduce visual impacts include the following:</p> <p>CD-3.1 Implementation of Design Objectives</p> <p>CD-3.2 Each Project Contributes</p> <p>CD-3.3 Site Planning</p> <p>CD-3.4 Enhanced Frontage</p> <p>CD-3.5 Parking and Setbacks</p> <p>CD-3.6 Support District Open Space Concepts</p> <p>CD-3.7 Signage</p> <p>DV-4.2 Revitalized Corridors</p> <p>DV-4.4 Streetscapes and Identification</p> <p>Implement policies designed to create new districts and neighborhoods with a sense of place that help to reduce visual impacts include the following:</p> <p>CD-4.1 Creating Central Places</p> <p>CD-4.2 Clear Organizational Structure</p> <p>CD-4.3 District Gateways</p> <p>CD-4.4 Integration of Village Centers</p> <p>DV-5.1 Village Specific Plans or Master Development</p>				

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SUMMARY OF IMPACTS AND MITIGATION MEASURES FROM THE DRAFT AND FINAL EIR
FOR THE STOCKTON GENERAL PLAN: 2035**

Environmental Impact	Mitigation Measure			Level of Significance	
	Beneficial = B	Significant = S	Cumulative Significant = CS	Significance Before Mitigation	Level of Significance After Mitigation
Less than Significant = LS	Significant = S	Cumulative Significant = CS	Significant and Unavoidable = SU	Potentially Significant = PS	N/A = Not Applicable
			Plans / General Plan Amendment DV-5.5 Aesthetic Urban Development DV-5.14 Interconnected/Usable Open Space DV-5.19 Trail and Open Space Connections Implement policies designed to support roadway and other infrastructure projects that enhance the City's image and help to reduce visual impacts include the following: CD-6.1 Supporting Urban Design Objectives CD-6.2 Streetscape CD-6.3 Roadway and Public Works Projects CD-6.4 Buildings CD-6.5 Storm Water Design DV-3.8 Infrastructure Design NCR-6.2 Landscaped Corridors Implement policies designed to convey and enforce expectations for higher quality design and help to reduce visual impacts include the following: CD-7.1 Design Review Process CD-7.2 Public Investment CD-7.3 Coordination and Cooperation with Special Districts Implementation Measure #1 Implementation Measure #2 Implementation Measure #3 DV-3.9 Code Enforcement Implementation Measure #4 Implementation Measure #5 Implementation Measure #9 Implementation Measure #10 Implementation Measure #5		
Impact NCR-14	The Proposed Project would have a substantial adverse effect on a scenic vista or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.		Implement policies designed to improve the overall visual quality of the urban environment and reduce visual impacts include the following: CD-1.1 Urban Design Plans CD-1.2 Contrast Between Urban and Rural CD-1.3 Travel Experience CD-1.4 Transition to Rural Landscapes	PS	SU

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			<p>CD-1.5 Gateways</p> <p>CD-1.6 Open Space Features</p> <p>DV-1.1 Overall Civic Framework</p> <p>DV-1.4 Part of Citywide Open Space System</p> <p>NCR-6.1 Community Design</p> <p>Implement policies designed to protect the City's traditional neighborhoods/historic districts and reduce visual impacts include the following:</p> <p>CD-2.1 Protect and Enhance Cultural Resources</p> <p>CD-2.2 New Infrastructure</p> <p>CD-2.3 Incorporate Historic Features</p> <p>CD-2.4 Respect Historic Neighborhood Patterns</p> <p>DV-2.1 Revitalize Downtown Stockton</p> <p>DV-2.11 Environmental Quality</p> <p>DV-2.13 Building Rehabilitation</p> <p>DV-3.6 Neighborhood Preservation</p> <p>DV-3.7 Historic Resources</p> <p>DV-3.10 Compatible Scale and Character</p> <p>Implement policies designed to improve the image of the City's existing strip districts and corridors and reduce visual impacts include the following:</p> <p>CD-3.1 Implementation of Design Objectives</p> <p>CD-3.2 Each Project Contributes</p> <p>CD-3.3 Site Planning</p> <p>CD-3.4 Enhanced Frontage</p> <p>CD-3.5 Parking and Setbacks</p> <p>CD-3.6 Support District Open Space Concepts</p> <p>CD-3.7 Signage</p> <p>DV-4.2 Revitalized Corridors</p> <p>DV-4.4 Streetscapes and Identification</p> <p>Implement policies designed to create new districts and neighborhoods with a sense of place that help to reduce visual impacts include the following:</p> <p>CD-4.1 Creating Central Places</p> <p>CD-4.2 Clear Organizational Structure</p> <p>CD-4.3 District Gateways</p> <p>CD-4.4 Integration of Village Centers</p>		

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				DV-5.1 Village Specific Plans or Master Development Plans / General Plan Amendment DV-5.5 Aesthetic Urban Development DV-5.14 Interconnected/Usable Open Space DV-5.19 Trail and Open Space Connections Implement policies designed to support roadway and other infrastructure projects that enhance the City's image and help to reduce visual impacts include the following: CD-6.1 Supporting Urban Design Objectives CD-6.2 Streetscape CD-6.3 Roadway and Public Works Projects CD-6.4 Buildings CD-6.5 Storm Water Design DV-3.8 Infrastructure Design NCR-6.2 Landscaped Corridors Implement policies designed to convey and enforce expectations for higher quality design and help to reduce visual impacts include the following: CD-7.1 Design Review Process CD-7.2 Public Investment CD-7.3 Coordination and Cooperation with Special Districts Implementation Measure #1 Implementation Measure #2 Implementation Measure #3 DV-3.9 Code Enforcement Implementation Measure #4 Implementation Measure #5 Implementation Measure #9 Implementation Measure #10 Implementation Measure #5			
Impact NCR-15	The Proposed Project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.			Implement policies designed to improve the overall visual quality of the urban environment and reduce visual impacts include the following: CD-1.1 Urban Design Plans CD-1.2 Contrast Between Urban and Rural CD-1.3 Travel Experience	PS	SU	

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			<p>CD-1.4 Transition to Rural Landscapes</p> <p>CD-1.5 Gateways</p> <p>CD-1.6 Open Space Features</p> <p>DV-1.1 Overall Civic Framework</p> <p>DV-1.4 Part of Citywide Open Space System</p> <p>NCR-6.1 Community Design</p> <p>Implement policies designed to improve the image of the City's existing strip districts and corridors and reduce visual impacts include the following:</p> <p>CD-3.1 Implementation of Design Objectives</p> <p>CD-3.2 Each Project Contributes</p> <p>CD-3.3 Site Planning</p> <p>CD-3.4 Enhanced Frontage</p> <p>CD-3.5 Parking and Setbacks</p> <p>CD-3.6 Support District Open Space Concepts</p> <p>CD-3.7 Signage</p> <p>DV-4.2 Revitalized Corridors</p> <p>DV-4.4 Streetscapes and Identification</p> <p>Implement policies designed to support roadway and other infrastructure projects that enhance the City's image and help to reduce visual impacts include the following:</p> <p>CD-6.1 Supporting Urban Design Objectives</p> <p>CD-6.2 Streetscape</p> <p>CD-6.3 Roadway and Public Works Projects</p> <p>CD-6.4 Buildings</p> <p>CD-6.5 Storm Water Design</p> <p>DV-3.8 Infrastructure Design</p> <p>NCR-6.2 Landscaped Corridors</p> <p>Implement policies designed to convey and enforce expectations for higher quality design and help to reduce visual impacts include the following:</p> <p>CD-7.1 Design Review Process</p> <p>CD-7.2 Public Investment</p> <p>CD-7.3 Coordination and Cooperation with Special Districts</p> <p>Implementation Measure #1</p> <p>Implementation Measure #2</p>		

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				Implementation Measure #3 DV-3.9 Code Enforcement Implementation Measure #1 Implementation Measure #2 Implementation Measure #3 Implementation Measure #4 Implementation Measure #5		
				CD-6.6 Lighting. The City shall continue to improve and maintain proper lighting in park facilities and fields without undue nuisance light and glare spillage on adjoining residential areas. <i>[New Policy – Draft EIR Analysis]</i> .		
				NCR-2.18 Minimize Lighting Impacts. The City shall ensure that lighting in residential areas and along roadways shall be designed to prevent artificial lighting from reflecting into adjacent natural or open space areas. <i>[New Policy – Draft EIR Analysis]</i> .		
Impact NCR-16	The Proposed Project would result in the loss of availability of a known mineral resource that would be of a value to the region and the residents of the state or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.			Implement policies designed to minimize land use conflicts between incompatible land uses include the following: NCR-1.1 Protect Natural Resources NCR-1.2 Establish Buffer Areas NCR-2.17 Development within the Primary Zone of the Delta NCR-7.1 Minimize Land Conflicts HS-1.1 Development Constraints	Potentially Significant = PS	LS